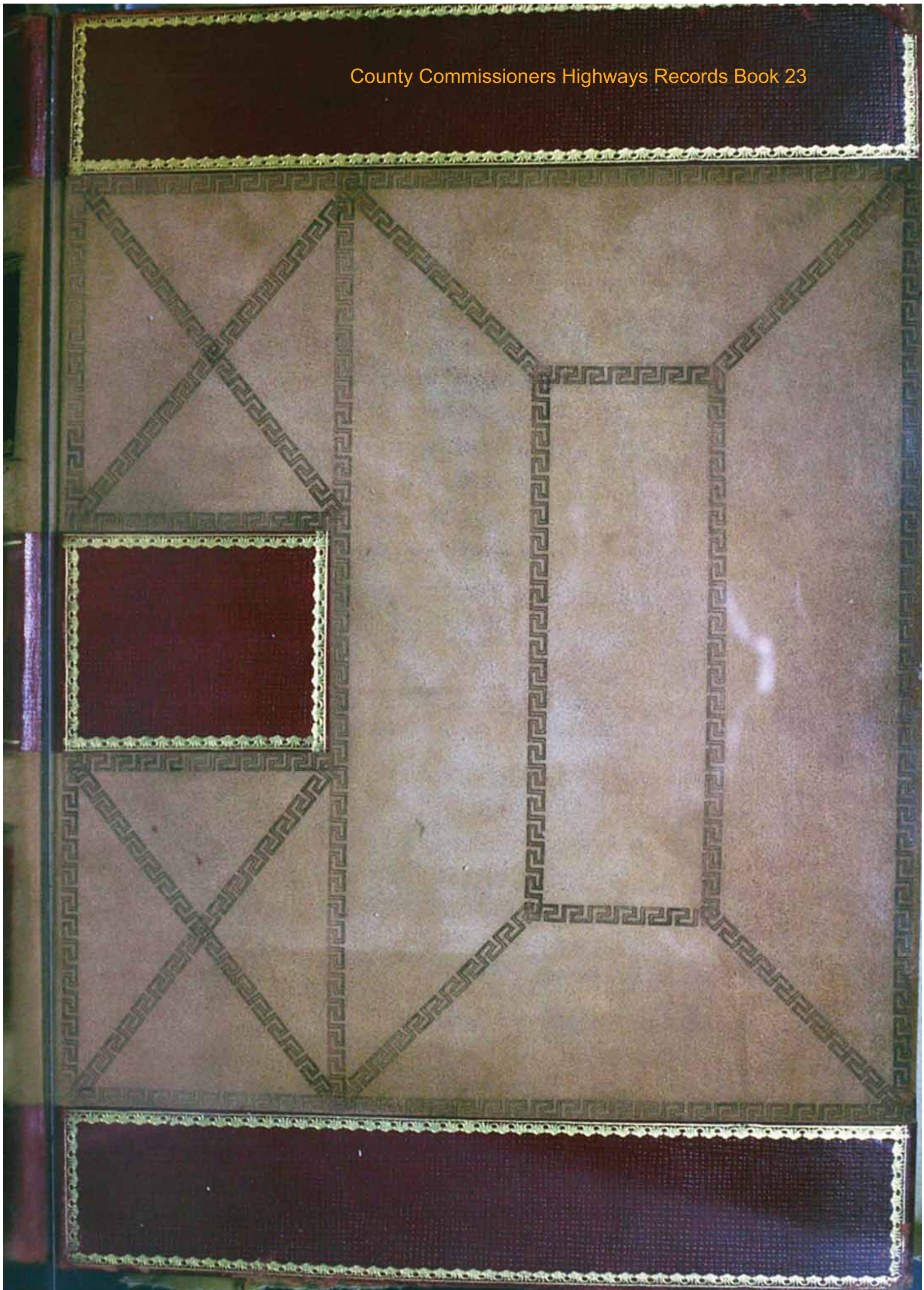


County Commissioners Highways Records Book 23



The Commonwealth of Massachusetts

Hampden, ss:

At a meeting of the County Commissioners begun and holden at Springfield, within and for said County of Hampden on the second Tuesday of April, being the twelfth day of said month and from time to time to the twenty-third day of June, in the year of our Lord One Thousand Nine Hundred and Thirty-Eight.

Present:

Thomas J. Costello, Esquire, Chairman	} County Commissioners
Charles W. Bray, Esquire	
Margaret V. Donahue	

April 27, 1938	Voted to award County of Hampden notes #627 to 642 inclusive, dated Feb. 28, 1938, due November 4, 1938 aggregating \$200,000.00 to the Second National Bank of Boston at .20 per cent discount.	<u>Voted to Award Notes</u>
	Dennis Hotte, released from Hampden County Training School on Parole.	<u>Released from Hampden County Training School on parole.</u>
	By an order passed by the Board of Aldermen March 28, 1938, by the Common Council April 11, 1938 and approved by the Mayor April 11, 1938, the name of the highway known as Wilbraham Road extending from the easterly line of Eastern Avenue westerly to State Street a distance of 1080 feet as measured on the southerly line of Wilbraham Road, be changed and be hereafter known as State Street.	<u>Re-Naming Street</u>
	ORDERED, County Treasurer authorized and directed to pay \$487.78 to City of Chicopee on acct. of County's proportion of cost of work done on Granby Road and East Street. Case Nos. 89 and 90 - 1937.	<u>ORDER</u>
May 4, 1938	Order to arrest Richard W. Hunt of Springfield, holder of a release on parole.	<u>ORDER TO ARREST</u>
May 11, 1938	ORDERED, County Treasurer authorized and directed to pay sum of \$515.85 to City of Chicopee on acct. of County's proportion of cost of work done on Granby Road and East Street. Case Nos. 89 and 90 - 1937.	<u>ORDER</u>
May 18, 1938	Voted, County Treasurer authorized to sell \$5,000. principal New York Central Lines Equipment Trust Gold Certificates and to purchase \$5,000. principal at a price of 104 and accrued interest, Fall River Electric Light Co., First Mortgage Bonds, War Chest Fund County of Hampden.	<u>Purchase and Sale of Bonds</u>
May 25, 1938	Ordered, County Treasurer authorized and directed to pay \$629. to Adams Nursery Inc., which is balance due on the completion of the contract for work done under Ch. 389 Acts of 1937.	<u>ORDER</u>
	Order to arrest James M. Shea of Holyoke, holder of a release on parole	<u>ORDER to Arrest</u>
June 1, 1938	ORDERED, County Treasurer authorized and directed to pay \$421.39 to Town of West Springfield on acct. of County's proportion of cost of work done on Elm Street. Case No. 50 - 1937.	<u>ORDER</u>

April Meeting 1938

Order to Arrest

June 8, 1938

ORDER to arrest Harold Dupuis of Holyoke, holder of a release on parole.

STATE SANATORIUM
Westfield,
Mass.

June 15, 1938

ORDERED that the amount charged County of Hampden by Commonwealth of Massachusetts, State Sanatorium, Westfield, under contract, be charged in full to the cities and towns in the hospital district, also ORDERED that the County Treasurer of County of Hampden pay to the Commonwealth of Massachusetts, \$26,159. on the Sanatorium account.

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss:

County Commissioners' Meeting June 15, 1938

ORDERED: that the amount charged the County of Hampden by the Commonwealth of Massachusetts, State Sanatorium at Westfield, Massachusetts, under contract under the provisions of the General Laws, Chapter 111, Section 85, as amended by the Acts of 1936, Chapter 145, be charged in full to the Cities and Towns in the hospital district as follows:

	March 1	June 1	Total
Agawam	155.00		155.00
Chicopee	2009.00	5977.50	7986.50
East Longmeadow	205.00	230.00	435.00
Hampden	187.50		187.50
Holyoke	1882.50	5510.00	7392.50
Ludlow	1292.50	1300.00	2592.50
Palmer	175.00	1420.00	1595.00
Westfield	1560.00	1885.00	3445.00
West Springfield	1082.50	750.00	1832.50
Wilbraham	307.50	230.00	537.50
			<u>\$26159.00</u>

Said amounts to be paid to the County Treasurer of the County of Hampden on or before June 30, 1938. It is also ordered that the County Treasurer of the County of Hampden pay to the Commonwealth of Massachusetts the sum of Twenty-six Thousand One Hundred Fifty-nine Dollars (\$26,159.00) on the Sanatorium account.

Thos. J. Costello }
Charles W. Bray } County
Margaret V. Donahue } Commissioners
of the County
of Hampden.

ORDER

June 15, 1938

ORDERED, County Treasurer authorized and directed to pay \$410.21 to Town of West Springfield on acct. of County's proportion of cost of work done on Elm Street, Case No. 50 - 1937.

ORDER TO ARREST
Revoked

ORDERED, that the order to arrest Richard W. Hunt of Springfield, holder of a release on parole, issued May 4, 1938, is hereby revoked.

ORDER TO ARREST

ORDER to Arrest Francis P. Quinn of Springfield, holder of a release on parole.

Order to arrest Francis Sullivan of Holyoke, holder of a release on parole.

April Meeting 1938

June 23, 1938

Ordered, County Treasurer authorized and directed to pay to HORACE J. RICE, Executor of the Will of Harriet A. Clark, and Attorney for Walter E. Allen and others, \$6,150.00 for certain parcels on land in Agawam now occupied and used in connection with the Hampden County Jail.

Order to Pay Money
in re. land used
by Hampden County
Jail.

Damages Done
By Dogs

Land Damages

Sundry Accounts

Sundry Accounts being presented, are allowed, and the same amounting to the sum of

June 23, 1938

Hampden, ss:

Judgment is entered up according to reports etc. and all matters not acted upon are ordered to be continued and this meeting is adjourned without day.

Attest:

CLERK.

The Commonwealth of Massachusetts

Hampden, ss:

At a meeting of the County Commissioners begun and holden at Springfield, within and for said County of Hampden, on the fourth Tuesday of June, being the twenty-eighth day of said month and from time to time to the twenty-ninth day of September, in the year of our Lord One Thousand Nine Hundred and Thirty-Eight.

Present:

Thomas J. Costello, Esquire, Chairman	} County Commissioners
Charles W. Bray, Esquire	
Margaret V. Donahue	

March 18, 1938

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

Respectfully represent the undersigned, Selectmen of the Town of Hampden, in said County, that common convenience and necessity require that the highway leading from Springfield to Hampden and known as Allen Street be specifically repaired by resurfacing, the work to begin at East longmeadow town line and extend in a southerly direction for a distance of 1,000 feet, more or less.

Also that the highway known as Main Street be repaired by resurfacing, work to begin at the junction of North Monson and Scantic Roads and extend in a westerly direction towards the center of Hampden for a distance of 2,000 feet, more or less.

And that the highway known as North Monson Road be repaired by resurfacing the work constructed in 1936, 3,000 feet more or less.

WHEREFOR your petitioners pray that your Honorable Board, after notice, view and hearing, may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this eighteenth day of March, 1938.

Neil S. Kibbe	} Selectmen of Hampden.
Norman W. Millard	

The foregoing petition was entered on the 31st day of March 1938, and due proceedings having been had therein, on the 7th day of September 1938, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss:

County Commissioners' Meeting September 7, 1938

On the petition of the Selectmen of the Town of Hampden for specific repairs on Allen Street, Main Street, and North Monson Road, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the eleventh day of August, A. D. 1938, view

Hampden, Selectmen
of the Town of, Petrs.
for specific repairs
on Allen Street, Main
Street, and North
Monson Road, and for
aid.

said highways and hear all parties interested and did adjudge that specific repairs should be made. At the time of said hearing no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made: to maintain, treat with bituminous material and otherwise improve about 6018 feet of roads in Hampden, leading to adjoining towns, and being known as Main Street, and North Monson and Springfield Roads (Springfield Road also known as Allen Street); the work to be done in three sections:

North Monson Road - 3000 feet, from Sta 35+0 northerly to
Sta 65+0₊

Main Street - 2000 feet, from Sta 158+0 easterly to
Sta 178+0₊

Springfield Road - 1018 feet, from Sta 90+0₊ northerly to
Sta 100+18₊

these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Hampden a sum not to exceed TWO HUNDRED FIFTY DOLLARS (\$250.) towards the repairing of these highways.

All damages sustained by any person by reason of said repairs on these roads shall be paid by the Town of Hampden.

Thos. J. Costello)
Charles W. Bray) County
Margaret V. Donahue) Commissioners
of the County
of Hampden.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN.

Respectfully represent the undersigned, Selectmen of the Town of East Longmeadow, in said County, that common convenience and necessity require that the highway leading from East Longmeadow to Wilbraham, parts of which are known locally as Mapleshade Avenue and Porter Road, be specifically repaired by grading, resurfacing or hardening.

These repairs are requested as follows:

Porter Road--a new top surface on the existing roadway from Parker Street to Allen Street, a distance of 1750 feet, more or less.

Mapleshade Avenue--a new top surface on the existing roadway from Elm Street to Porter Road, a distance of 3200 feet, more or less.

Wherefore, your Petitioners pray that your Honorable Board after notice, view and hearing, may determine and specify such specific repairs and order them to be made, and that the County of Hampden shall contribute to the expense of said repairs, together with an appropriation from the State and Town.

Dated this 29th day of March 1938.

George T. Smith
Sanford P. Nooney
Leo D. Glynn

Selectmen of the Town of
East Longmeadow

East Longmeadow,
Selectmen of the Town
of, Petrs. for speci-
fic repairs on Porter
Rd. and Mapleshade
Avenue, and for aid.

The foregoing petition was entered on the 27th day of April 1938, and due proceedings having been had thereon, on the 7th day of September 1938, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting September 7, 1938

On the petition of the Selectmen of the Town of East Longmeadow for specific repairs on Porter Road and Mapleshade Avenue, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the eleventh day of August, A. D. 1938, view said highways and hear all parties interested and did adjudge that specific repairs should be made. At the time of said hearing no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made: to maintain, treat with bituminous material and otherwise improve about 8,723 feet of roads in East Longmeadow, leading to Wilbraham, and being known as Mapleshade Avenue and Porter Road; the work to be done in two sections:

Mapleshade Avenue - 3,273 feet - junction Mapleshade Ave. at Elm Street at sta. 0+0 and to extend in an easterly direction to sta. 32+73 = junction Mapleshade and Porter Road;

Porter Road - 5,450 feet - beginning at sta. 14+50 on Porter Road and extending to sta. 69+0 = junction Porter Road and Allen Street;

these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of East Longmeadow a sum not to exceed FOUR HUNDRED DOLLARS (\$400.) towards the repairing of these highways.

All damages sustained by any person by reason of said repairs on these roads shall be paid by the Town of East Longmeadow.

Thos. J. Costello)
Charles W. Bray) County
Margaret V. Donahue) Commissioners
of the County
of Hampden.

Southwick, Selectmen of the Town of, Petrs. for relocation, alterations and specific repairs on South Longyard Road, the work to begin at point where work terminated in 1937, and extend towards Suffield, Conn., for a distance of one-half mile more or less, and for aid.

To the Honorable County Commissioners of the County of Hampden:

Respectfully represents the undersigned, Selectmen of the Town of Southwick, in said County, that common convenience and necessity require that the highway leading from Southwick to Suffield, Connecticut, and known as the South Longyard Road, be relocated; that alterations be made in its course and width; and that said road be specifically repaired by grading, re-surfacing or hardening and otherwise repaired as may be necessary, the work to begin at the point where the last work terminated in 1937 and extend towards said Suffield, Connecticut, for a distance of one-half mile more or less.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may make such re-location and alterations and may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and this Town.

Dated this tenth day of May A. D. 1938.

Philip K. Hall	} Selectmen	
Enfred Anderson		of
Henry D. Altobello		Southwick.

The foregoing petition was entered on the 23rd day of May 1938, and due proceedings having been had thereon, on the 29th day of September 1938, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting Sept. 29, 1938

On the petition of the Selectmen of the Town of Southwick for relocation, alterations and specific repairs on South Longyard Road, the work to begin at point where work terminated in 1937, and extend towards Suffield, Conn., for a distance of one-half mile more or less, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the sixteenth day of August, A. D. 1938, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made: to grade, surface with bituminous macadam and otherwise improve about 3,177 feet of roads in Southwick, leading to the Connecticut line, and being known as the South Longyard and Rising Corners Roads; the work to be done in two sections:

South Longyard Road - beginning at the end of the section of said road improved in 1937, station 153, and extending in a southerly and easterly direction to the Agawam line, station 173+88;

Rising Corners Road - beginning at station 164, and extending in a southerly direction to the Connecticut line, station 174+89;

these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Southwick a sum not to exceed THREE THOUSAND SIX HUNDRED DOLLARS (\$3,600.) towards the repairing of these roads.

All damages sustained by any person by reason of said repairs on these roads shall be paid by the Town of Southwick.

Thos. J. Costello)
Charles W. Bray) County
Margaret V. Donahue) Commissioners
of the County
of Hampden.

Granville, Selectmen
of the Town of, Petrs.
for specific repairs
on Main Road, the work
to begin at Granville-
Southwick line and ex-
tend westerly for a
distance of 4 miles
more or less, and for
aid.

35

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT the undersigned, Selectmen of the Town of Granville in said County, that common convenience and necessity require that the highway leading from Southwick to Tolland and known as Main Road be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at Granville-Southwick line and extend in a westerly direction for a distance of 4 miles more or less.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this 20th day of June 1938.

E. A. Jensen
S. M. Roberts
P. P. Phelon

SELECTMEN OF THE TOWN
OF GRANVILLE

The foregoing petition was entered on the 27th day of June 1938, and due proceedings having been had thereon, on the 29th day of September 1938, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting September 29, 1938

On the petition of the Selectmen of the Town of Granville for specific repairs on Main Road, the work to begin at Granville-Southwick line and extend westerly for a distance of 4 miles more or less, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the sixteenth day of August, A. D. 1938, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said hearing no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made: to maintain, treat with bituminous material and otherwise improve about 6-1/2 miles of road in Granville, leading to Tolland, and being known as the Main Road, the work to begin at the Granville Library, station 120+0+, and extend in a westerly direction for a distance of about 6-1/2 miles to the Tolland line; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the

Town of Granville a sum not to exceed ONE THOUSAND DOLLARS (\$1,000.) towards the repairing of this road.

All damages sustained by any person by reason of said repairs on this road shall be paid by the Town of Granville.

Thos. J. Costello)
 Charles W. Bray) County
 Margaret V. Donahue) Commissioners
 of the County
 of Hampden.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT the undersigned, Selectmen of the Town of Tolland in said County, that common convenience and necessity require that the highway leading from Tolland Center to New Boston and known as New Boston Road be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at sta. 158 and extend in a westerly direction for a distance of 8150 feet more or less.

Tolland, Selectmen of the Town of, Petrs. for specific repairs on New Boston Road, the work to begin at sta. 158 and extend westerly for a distance of 8150 feet more or less, and for aid.

37

WHEREFOR your petitioners pray that your Honorable Board after notice, view and hearing, may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this 20th day of June 1938.

Kenneth F. Hale

Lyman C. Clark

Louis F. Dutton

SELECTMEN OF THE TOWN OF TOLLAND

The foregoing petition was entered on the 27th day of June 1938, and due proceedings having been had thereon, on the 14th day of September 1938, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting September 14, 1938

On the petition of the Selectmen of the Town of Tolland for specific repairs on New Boston Road, the work to begin at sta. 158 and extend westerly for a distance of 8150 feet more or less, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the sixteenth day of August, A. D. 1938, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said hearing no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made: to maintain, treat with bituminous material and otherwise improve about 9,150 feet of road in Tolland, leading to the Otis-Tolland State highway, and being known as the New Boston Road; the work to begin at the beginning of the section of said road improved with stone retread in 1935, station 158, and extend in a westerly direction to station 249+50; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Tolland a sum not to exceed THREE HUNDRED DOLLARD (\$300.) towards the repairing of this road.

All damages sustained by any person by reason of said repairs on this road shall be paid by the Town of Tolland.

Thos. J. Costello)
Charles W. Bray) County
Margaret V. Donahue) Commissioners
of the County
of Hampden.

Agawam, Selectmen of the Town of, Petrs. for specific repairs on Springfield Street, the work to begin at Walnut Street and extend westerly for a distance of 26,400 feet more or less, and for aid.

50

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN.

Respectfully represent the undersigned, Selectmen of the Town of Agawam in said County, that common convenience and necessity require that the highway leading from Walnut St. to Westfield St. and known as Springfield St. be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at Walnut St. and extend in a westerly direction for a distance of 26,400 feet more or less.

Wherefore your petitioners pray that your Honorable Board after notice, view and hearing, may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this 15th day of July 1938.

Giles W. Halladay

Herman A. Cordes

Edward W. Tolmadge

SELECTMEN OF THE TOWN OF AGAWAM

The foregoing petition was entered on the 22nd day of July 1938, and due proceedings having been had thereon, on the 29th day of September 1938, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting September 29, 1938

On the petition of the Selectmen of the Town of Agawam for specific repairs on Springfield Street, the work to begin at Walnut Street and extend westerly for a distance of 26,400 feet more or less, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the thirty-first day of August, A. D. 1938, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said hearing no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made; to maintain, treat with bituminous material and otherwise improve about 25,500 feet of road in Agawam, leading to Southwick, and being known as Springfield Street (Route #57); the work to begin at the Southwick line, station 0, and

extend in an easterly direction to station 255; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Agawam a sum not to exceed ONE THOUSAND TWO HUNDRED FIFTY DOLLARS (\$1,250.) towards the repairing of this road.

All damages sustained by any person by reason of said repairs on this road shall be paid by the Town of Agawam.

Thos. J. Costello)
 Charles W. Bray) County
 Margaret V. Donahue) Commissioners
 of the County
 of Hampden.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN.

RESPECTFULLY REPRESENT the undersigned, Selectmen of the Town of Wilbraham in said County, that common convenience and necessity require that the highway leading from Wilbraham to Hampden and known as South Main Street be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at Wilbraham Postoffice and extend in a Southerly direction for a distance of 5280 feet more or less.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this 27th day of July 1938

George E. Murphy, Jr.

Wm. H. McGuire

SELECTMEN OF THE TOWN OF WILBRAHAM

The foregoing petition was entered on the 2nd day of August 1938, and due proceedings having been had thereon, on the 7th day of September 1938, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting September 7, 1938

On the petition of the Selectmen of the Town of Wilbraham for specific repairs on South Main Street, the work to begin at Wilbraham Postoffice and extend southerly for a distance of 5,280 feet more or less, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the thirty-first day of August, A. D. 1938, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said hearing no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made: to maintain, treat with bituminous material and otherwise improve about 7 miles of road in

Wilbraham, Selectmen of the Town of, Petrs. for specific repairs on South Main Street, the work to begin at Wilbraham Postoffice and extend southerly for a distance of 5,280 feet more or less, and for aid.

June Meeting 1938

Wilbraham, leading to Hampden, and being known as Main Street; the work to begin at the State Highway, station 239+60, and extend in a southerly direction for a distance of about 7 miles to the Hampden line; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Wilbraham a sum not to exceed THREE HUNDRED FIFTY DOLLARS (\$350.) towards the repairing of this road.

All damages sustained by any person by reason of said repairs on this road shall be paid by the Town of Wilbraham.

Thos. J. Costello)
Charles W. Bray) County
Margaret V. Donahue) Commissioners
of the County
of Hampden.

Apportionment of
County Tax for
1938

June 28, 1938 Apportionment of County Tax for the year 1938

County of Hampden Tax of \$747,000.00 Chapter 347 Acts 1938

Agawam	\$15,266.93
Blandford	1,299.27
Brimfield	1,732.38
Chester	2,382.04
Chicopee	72,003.80
East Longmeadow	6,821.37
Granville	3,031.70
Hampden	1,299.27
Holland	433.06
Holyoke	138,268.83
Longmeadow	21,546.96
Ludlow	15,591.75
Monson	5,955.16
Montgomery	541.34
Palmer	13,534.50
Russell	5,197.22
Southwick	3,356.53
Springfield	355,256.98
Tolland	649.61
Wales	649.61
West Springfield	42,011.24
Westfield	34,648.40
Wilbraham	5,522.05
	<u>\$747,000.00</u>

To be paid on or before November 1, 1938

Warrants issued June 28, 1938 - Send to each Town and City Clerk.

June Meeting 1938

June 28, 1938	Ordered, County Treasurer authorized and directed to pay \$116.70 to the Town of West Springfield on acct. of County's proportion of cost of work done on Elm Street. Case No. 50 - 1937.	<u>Order</u>
June 29, 1938	Order to arrest Elliot Odel alias Elliot Oberg of Springfield, holder of a release on parole.	<u>Order to Arrest</u>
July 6, 1938	Order to arrest Donald P. Plumadore of West Springfield, holder of a release on parole.	<u>Order to Arrest</u>
July 13, 1938	Voted to increase salary of Fred A. Bearse, Head Clerk in County Treasurer's Office, commencing July 1, 1938.	<u>Vote to Increase Salary</u>
	Ordered, County Treasurer authorized and directed to pay \$615.86 to Town of West Springfield on acct. of County's proportion of cost of work done on Elm Street. Case No. 50 - 1937.	<u>Order</u>
	Ordered, that the order to arrest Harold Dupuis of Holyoke, holder of a release on parole, issued June 8, 1938, is hereby revoked.	<u>Order to Arrest Revoked.</u>
July 20, 1938	Voted to change the classification of Fred A. Bearse from Head Clerk in the County Treasurer's office, to Assistant to the Treasurer, Hampden County.	<u>Voted to Change Classification of Fred A. Bearse.</u>
	Order to arrest Angelo DeCarlo of Springfield, holder of a release on parole.	<u>Order to Arrest</u>
	Voted to award contract for furnishing the Jail and House of Correction and Hampden County Training School with bituminous coal, to CITY COAL CO. OF SPRINGFIELD, INC.	<u>Voted to Award Contract for Coal</u>
July 27, 1938	Voted to rescind votes of July 13th and 20th relating to salary increase and classification of Fred A. Bearse, Head Clerk in County Treasurer's office, and instead to make increase from \$2,700. to \$2,760. commencing July 1, 1938.	<u>Vote Rescinded. Re: Fred A. Bearse</u>
	Ordered that the sum of \$185.42 which is balance of County's proportion of cost of work done on Wales Road be paid from County Treasury to Town of Monson. Case No. 59 - 1937.	<u>Orders</u>
	Ordered, County Treasurer authorized and directed to pay \$413.13 to Town of West Springfield on acct. of County's proportion of cost of work done on Elm Street. Case No. 50 - 1937.	
August 3, 1938	Order to arrest Conrad Bazinet of Holyoke, holder of a release on parole.	<u>Order to Arrest</u>
	Ordered, that the sum of \$199.45 which is balance of County's proportion of cost of work done on State Avenue and Wales Road be paid from County Treasury to Town of Monson. Case No. 61 - 1937.	<u>Order</u>
August 10, 1938	Ordered, that the order to arrest Conrad Bazinet of Holyoke, holder of a release on parole, issued on August 3rd, 1938, is hereby revoked.	<u>Order to Arrest Revoked.</u>

June Meeting 1938

Released from
Training School
on parole.

August 17, 1938

Frank Tangredi, released from Hampden County Training School on Parole.

Order to Arrest

Order to arrest Edward J. Arel of Holyoke, holder of a release on parole.

Voted to Award
Notes

September 7, 1938

Voted to award County of Hampden Notes #643 to 660 incl. dated Sept. 8, 1938, due Nov. 4, 1938, aggregating \$250,000.00 to THIRD NATIONAL BANK AND TRUST COMPANY of Springfield, Mass., at 0.10 percent discount plus a premium of \$8.00.

Released from Train-
ing School, on
parole.

Stanley Anderson, released from Hampden County Training School on Parole.

Order

September 14, 1938

Ordered, County Treasurer authorized and directed to pay sum of \$2,583.33 to City of Chicopee on acct. of County's proportion of cost of work done on Granby Road and East Street. Case Nos. 89 and 90 - 1937.

Purchase & Sale
of Bonds

Voted: County Treasurer authorized to sell \$2,000. prin. at 110 and accrued interest of Public Service Company of Northern Illinois and to purchase \$2,000. The Toledo Edison Company first mortgage bonds, also, to sell \$5,000. Indianapolis Power and Light Company at 104 and accrued interest and to purchase New York Steam Corporation first mortgage bonds. Said bonds to be registered as to prin. in the name of the County of Hampden, Mass., War Chest Fund.

Westfield State
Sanatorium

Ordered: that the amount charged County of Hampden by Commonwealth of Massachusetts, State Sanatorium, Westfield, under contract, be charged in full to the cities and towns in the hospital district, also, ORDERED that the County Treasurer of County of Hampden pay to the Commonwealth of Massachusetts, \$16,312.50 on the Sanatorium account.

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss:

County Commissioners' Meeting Sept. 14, 1938

ORDERED: That the amount charged the County of Hampden by the Commonwealth of Massachusetts, State Sanatorium at Westfield, Massachusetts, under contract under the provisions of the General Laws, Chapter 111, Section 85, as amended by the Acts of 1936, Chapter 145, be charged in full to the Cities and Towns in the hospital district as follows:

Agawam	\$260.00
Chester	355.00
Chicopee	3875.00
East Longmeadow	250.00
Holyoke	6097.50
Ludlow	1750.00
Monson	385.00
Palmer	630.00
Westfield	1542.50
West Springfield	937.50
Wilbraham	230.00
	<u>\$16312.50</u>

Said amounts to be paid to the County Treasurer of the County of Hampden on or before September 30, 1938. It is also ordered that the County Treasurer of the County of Hampden pay to the Commonwealth of Massachusetts the sum of Sixteen Thousand Three Hundred and Twelve Dollars and Fifty Cents (\$16,312.50) on the Sanatorium account.

Thos. J. Costello)
 Charles W. Bray) County
 Margaret V. Donahue) Commissioners
 of the County
 of Hampden.

September 21, 1938

Stephen Rahilly, released from Hampden County Training School on Parole.

Released from
Training School
on parole.

September 29, 1938

Voted: County Treasurer authorized to sell \$3,000. prin. at 104 and accrued interest of PUBLIC SERVICE COMPANY OF NORTHERN ILLINOIS 5% gold bonds and to purchase \$3,000. NEW YORK STEAM CORPORATION first mortgage bonds 3-1/2% - War Chest Fund.

Purchase & Sale
of Bonds

September 23, 1938

Released from the Hampden County Jail

John F. McManus
 Wilfred J. Carrier
 John I. Parker
 John Wacielczak

Released from
Hampden County Jail.

October 1, 1938

County Commissioners will not hold liable T. A. Pearson Associates Inc. or their bonding company for any damage caused by water or floating debris to houses, etc. after blasting has been made to dam owned by Ames Sword Company.

T.A. Pearson Inc.
not liable for
damage that might
be caused when
blasting.

September 27, 1938

Agreement entered into by and between the City of Springfield and County of Hampden, the City to Supply the District Court Building on Pynchon Street and Broadway with steam for heating purposes, commencing October 1, 1938 and continuing to and including September 30, 1939. (Filed in County Treasurer's Office)

Agreement by &
between City of
Springfield &
County of Hampden.

Damages Done
by Dogs

Land Damages

Sundry Accounts

Sundry Accounts being presented, are allowed, and the same amounting to the sum of

September 29, 1938

Hampden, ss:

Judgment is entered up according to reports etc. and all matters not acted upon are ordered to be continued and this meeting adjourned without day.

Attest:

CLERK.

The Commonwealth of Massachusetts

Hampden, ss:

At a meeting of the County Commissioners begun and holden at Springfield, within and for said County of Hampden, on the first Tuesday of October, being the fourth day of said month, and from time to time to the twenty-first day of December, in the year of our Lord One Thousand Nine Hundred and Thirty-Eight.

Present:

Thomas J. Costello, Esquire, Chairman

Margaret V. Donahue

} County
Commissioners

Dismissed Without
Prejudice

The following Cases were dismissed without prejudice: 45 and 56

No. 45: Monson, Board of Road Commissioners of the Town of, Petrs. for relocation, alterations and specific repairs on Wales Road, the work to begin at end of present hard surface and extend westerly for a distance of 2400 feet more or less, and for aid.

No. 56: Mayor and Board of Aldermen of the City of Holyoke, Petrs. for relocation, alterations and specific repairs on South-hampton Road, the work to begin at Easthampton Road station 152+50 and extend southwesterly for a distance of 11,250 feet more or less to station 40, and for aid.

Coulter, Albert, Petr. for abatement of tax on nine (9) cigarette vending machines, and the merchandise therein contained situated in the Town of Palmer, Mass.

Hampden, ss:

COMMONWEALTH OF MASSACHUSETTS
County Commissioners' Meeting November 2, 1938

In re: Albert Coulter, Petitioner

vs

Board of Assessors, Town of Palmer, Mass.

It appearing that the parties have come to a settlement in the matter of the abatement of 1938 taxes, it is hereby ORDERED that said petition be dismissed.

Thos. J. Costello

Charles W. Bray

Margaret V. Donahue

COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN

March 18, 1938

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

Respectfully represent the undersigned, Selectmen of the Town of Hampden, in said County, that common convenience and necessity require that the highway leading from Hampden to North Wilbraham and known as the Glendale Road be relocated, that alterations be made in its course and width, and that said road be specifically repaired by grading, re-surfacing or hardening and otherwise repaired as may be necessary, the work to begin at the end of work done last year and extend in a northerly direction approximately 2500 feet.

WHEREFOR your petitioners pray that your Honorable Board after notice, view and hearing, may make such re-location and alterations and may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs

Hampden, Selectmen of the Town of, Petrs. for relocation, alterations and specific repairs on Glendale Road, the work to begin at end of work done last year and extend northerly approximately 2500 feet, and for aid.

together with an appropriation from the State and Town.
Dated this eighteenth day of March, 1938.

Neil S. Kibbe)
Norman W. Millard)
Nelson M. Carew) Selectmen
 of
 Hampden.

The foregoing petition was entered on the 31st day of March 1938, and due proceedings having been had thereon, on the 2nd day of November 1938, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting November 2, 1938

On the petition of the Selectmen of the Town of Hampden for relocation, alterations and specific repairs on Glendale Road, the work to begin at end of work done last year and extend northerly approx. 2500 feet, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the eleventh day of August, A. D. 1938, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made: to grade, surface with gravel and tar mixed in place and otherwise improve about 2,200 feet of road in Hampden, leading to Wilbraham, and being known as the Glendale Road; the work to begin at the end of the section of said road improved in 1937, station 84, and extend in a northerly direction to station 106; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Hampden a sum not to exceed ONE THOUSAND EIGHT HUNDRED DOLLARS (\$1,800.) towards the repairing of this road.

All damages sustained by any person by reason of said repairs on this road shall be paid by the Town of Hampden.

Thos. J. Costello)
 : County
Charles W. Bray) Commissioners
 : of the County
Margaret V. Donahue) of Hampden.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN.

Respectfully represent that the undersigned, Selectmen of the Town of East Longmeadow, in said County, that common convenience and necessity require that the highway leading from Springfield to Longmeadow, known locally as Elm Street and Maple Street, be relocated, that alterations be made in its course and width and that said road be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary. Work to begin at the end of the present improved highway and to extend in a south westerly direction for a distance of 2500 feet, more or less.

East Longmeadow, Selectmen of the Town of, Petrs. for relocation, alterations and specific repairs on Elm St. and Maple Street, the work to begin at end of present improved highway and to extend in a southwesterly direction for a distance of 2500 ft more or less, and for aid.

Wherefore, your Petitioners pray that your Honorable Board after notice, view and hearing, may make such relocation and alterations and may determine and specify such specific repairs and order them to be made, and that the County of Hampden shall contribute to the expense of said repairs, together with an appropriation from the State and Town. Dated this 29th day of March 1938.

George T. Smith

Sanford P. Nooney

Leo D. Glynn

Selectmen of the Town of
East Longmeadow.

The foregoing petition was entered on the 27th day of April 1938, and due proceedings having been had thereon, on the 7th day of December 1938, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting December 7, 1938

On the petition of the Selectmen of the Town of East Longmeadow for relocation, alterations and specific repairs on Elm Street and Maple Street, the work to begin at end of proposed improved highway and to extend in a southwesterly direction for a distance of 2500 feet more or less, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the eleventh day of August, A. D. 1938, view said highways and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made: construction work beginning at about Station 73+50 on Elm Street, about 650 feet south of Brook Street, and extending thence in a general southerly direction along Elm Street for a distance of about 720 feet to about Station 80+70, at the junction of North and South Main Streets; beginning also at about Station 0+00 on Maple Street, at the Longmeadow Town Line, and extending thence along Maple Street in a general easterly direction for a distance of about 2100 feet to about Station 21+00, about 400 feet east of Westwood Avenue; these repairs to be made according to specifications set forth in agreement/contract of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of East Longmeadow a sum not to exceed FOUR THOUSAND DOLLARS (\$4,000.) towards the repairing of these roads.

All damages sustained by any person by reason of said repairs on these roads shall be paid by the Town of East Longmeadow.

Thos. J. Costello)

Charles W. Bray)

Margaret V. Donahue)

) County
) Commissioners
) of the County
) of Hampden

Oct. Meeting 1938

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN.

Respectfully represent the undersigned, Selectmen of the Town of East Longmeadow, in said County, that common convenience and necessity require that the highway leading from Longmeadow to the road from East Longmeadow to Hampden, known locally as West Chestnut Street, be relocated, that alterations be made in its course and width and that said road be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary. Work to begin at the junction of said West Chestnut Street and Shaker Road and to extend easterly to Prospect Street, a distance of 2000 feet, more or less.

Wherefore, your Petitioners pray that your Honorable Board after notice, view and hearing, may make such relocation and alterations and may determine and specify such specific repairs and order them to be made, and that the County of Hampden shall contribute to the expense of said repairs, together with an appropriation from the State and Town. Dated this 29th day of March 1938.

George T. Smith

Sanford P. Nooney

Leo D. Glynn

Selectmen of the Town of
East Longmeadow

The foregoing petition was entered on the 27th day of April 1938, and due proceedings having been had thereon, on the 13th day of October 1938, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting October 13, 1938

On the petition of the Selectmen of the Town of East Longmeadow for relocation, alterations and specific repairs on West Chestnut Street, the work to begin at the junction of said West Chestnut Street and Shaker Road and to extend easterly to Prospect Street, a distance of 2000 feet more or less, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the eleventh day of August, A. D. 1938, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made: to grade, surface with bituminous macadam and otherwise improve about 2,300 feet of road in East Longmeadow, leading to Longmeadow, and being known as Chestnut Street; the work to begin at the junction of Shaker Road, station 53+0₊, and extend in an easterly direction to the junction of Hale Hill Road, station 76+0₊; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of East Longmeadow a sum not to exceed EIGHT HUNDRED DOLLARS (\$800.)

East Longmeadow, Selectmen of the Town of, Petrs. for relocation, alterations and specific repairs on West Chestnut St. the work to begin at the junction of said West Chestnut St. and Shaker Road and to extend easterly to Prospect St., a distance of 2000 feet more or less, and for aid.

towards the repairing of this road.

All damages sustained by any person by reason of said repairs on this road shall be paid by the Town of East Longmeadow.

Thos. J. Costello)
Charles W. Bray) County
Margaret V. Donahue) Commissioners
of the County
of Hampden.

Hampden, Selectmen of
Petr. for relocation,
alterations and speci-
fic repairs on Main
Street, the work to
begin at Hampden center
and extend westerly
for a distance of
4500 feet more or less
or to about St. Mary's
Church, and for aid.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

May 9, 1938

Respectfully represent the undersigned, Selectmen of the Town of Hampden, in said County, that common convenience and necessity require that the highway leading from Hampden to East Longmeadow and known as Main Street, be relocated, that alterations be made by widening about four feet on the north side, and that said road be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at Hampden center and extend westerly for a distance of 4500 feet more or less, or to about St. Mary's Church.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may make such re-location and alterations and may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this ninth day of May, 1937.

Neil S. Kibbe } Selectmen
Nelson M. Carew } of
Hampden

The foregoing petition was entered on the 23rd day of May 1938, and due proceedings having been had thereon, on the 2nd day of November 1938, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting November 2, 1938

On the petition of the Selectmen of the Town of Hampden for relocation, alterations and specific repairs on Main Street, the work to begin at Hampden center and extend westerly for a distance of 4500 feet more or less, or to about St. Mary's Church, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the eleventh day of August, A. D. 1938, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made: to widen with bituminous macadam, treat with bituminous material and otherwise improve about 2,500 feet of road in Hampden, leading to Springfield, and being known as Main Street; the work to begin at a point near the junction of North Road, station 160+0+, and extend in a westerly direction to station 135+0+; these repairs to be made according to specifications set forth

in agreement of the Department of Public Works-Division of Highways on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Hampden a sum not to exceed ONE THOUSAND DOLLARS (\$1,000.) towards the repairing of this road.

All damages sustained by any person by reason of said repairs on this road shall be paid by the Town of Hampden.

Thos. J. Costello)
 Charles W. Bray) County
 Margaret V. Donahue) Commissioners
 of the County
 of Hampden.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT the undersigned, Selectmen of the Town of Ludlow, in said County, that common convenience and necessity require that the highway leading from LUDLOW to THREE RIVERS-PALMER and known as "EAST STREET" be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at STATION #100 and extend in a Westerly direction for a distance of 5280 feet more or less.

WHEREFOR your petitioners pray that your Honorable Board after notice, view and hearing, may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this Sixth day of May, 1938.

Robert M. Mackintosh Chairman,
 Raymond L. Warren Board of
 Aldie J. Latourneau Selectmen,
 Ludlow, Mass.

The foregoing petition was entered on the 23rd day of May 1938, and due proceedings having been had thereon, on the 23rd day of November 1938, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting November 23, 1938

On the petition of the Selectmen of the Town of Ludlow for specific repairs on East Street, the work to begin at Station #100 and extend westerly for a distance of 5280 feet more or less, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the ninth day of August, A. D. 1938, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said hearing no person interested having objected after adjudicating as aforesaid, said Commissioners order that East Street be constructed beginning at about Station 100+00 on East Street, and extending thence along East Street in a general westerly direction for a distance of about 5410 feet to about Station 154+10, at Amherst Street; these repairs to be made

Ludlow, Selectmen of the Town of, Petrs. for specific repairs on East Street, the work to begin at station #100 and extend westerly for a distance of 5280 feet more or less, and for aid.

according to specifications set forth in agreement/contract of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Ludlow a sum not to exceed FIVE THOUSAND DOLLARS (\$5,000.) towards the repairing of this road.

All damages sustained by any person by reason of said repairs on this road shall be paid by the Town of Ludlow.

Thos. J. Costello)
Charles W. Bray) County
Margaret V. Donahue) Commissioners
of the County
of Hampden.

Palmer, Selectmen of the Town of, Petrs. for reconstruction of Dutton Bridge on the Bondsville Road, for relocation of highway approaching said bridge, and for specific repairs, and for aid.

17

Plans in Book 11,
Pages 4,5,6 & 7.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT the undersigned, Selectmen of the Town of Palmer in said County, that common convenience and necessity require that Dutton Bridge on the Bondsville Road be reconstructed together with a relocation and specific repairs of the highway approaching said bridge, for a distance of about 800 feet.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, will determine that common convenience and necessity require that said bridge be reconstructed, that the highway approaching said bridge be relocated and specify such specific repairs, and order same to be made, and that said County contribute to the expense of said work together with an appropriation from the State and Town.

Dated this third day of June, 1938.

William F. Griswold }
August Ammann } Selectmen
George B. Cheney } of the Town
of Palmer.

The foregoing petition was entered on the 8th day of June 1938, and due proceedings having been had thereon, on the 14th day of October 1938, said Commissioners file the following Relocation Report, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting October 14, 1938

On the petition of the Selectmen of the Town of Palmer for reconstruction of Dutton Bridge on the Bondsville Road, for relocation of highway approaching said bridge, and for specific repairs, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said County Commissioners did, on the ninth day of August, A. D. 1938, view said bridge and highway and hear all parties interested, and did adjudge that common convenience and necessity require that said Dutton Bridge on the Bondsville Road should be reconstructed and the approaches relocated, altered and specific repairs made thereon. And at the time of said view and hearing, no person interested having objected, after adjudicating as aforesaid, said Commissioners now order that Dutton

Bridge re reconstructed and now relocate, alter and order specific repairs on the approaches, in the manner following:

The layout or relocation is located on the Bondsville Road, so called, and consists of widening the location of the 1935 County layout by establishing a new location line for the westerly side thereof. Said layout/relocation begins at a point about 570 feet distant southerly of the southerly bank of the Ware River and extends thence in a northerly direction about 775 feet, as hereinafter described, to a point about 70 feet distant northerly of the northerly bank of said river.

The base line is identical with the base line of the aforesaid 1935 layout and begins at a point shown on plan as station 100+30.94 and extends thence north 3° 35' 35" west 773.44 feet to a point shown on plan as station 108+04.38.

The location line hereby established begins at a point on the westerly location line of the aforesaid 1935 layout bearing north 80° 11' 06" west and 25.44 feet distant from the point of beginning of the above-described base line shown on plan as station 100+30.94 and extends thence, leaving said 1935 location line, north 5° 19' 30" west 504.55 feet to a point bearing south 83° 49' 25" west and 40.04 feet distant from station 105+42.96, thence north 2° 44' 13" west 254.46 feet to a point at the end of the layout, again on the aforesaid westerly location line of the 1935 layout, said point bearing south 72° 45' 12" west and being 37.25 feet distant from the point of ending of the above-described base line shown on plan as station 108+04.38.

AND the following described parcels of land are taken in fee for purposes of said highway by right of eminent domain under Chapter 79 of the General Laws and all acts in amendment thereof and in addition thereto. All land taken is located in the Town of Palmer in said County.

Parcel No. 1. A parcel of land supposed to be owned by JOSEPH PANEK, located on the westerly side of the Bondsville Road, so called, between stations 100+37+ and 105+90+, of the base line of the 1938 County layout, bounded as follows: westerly by remaining land of said Panek about 547 feet; northwesterly by the Ware River about 15 feet and easterly by the Bondsville Road about 555 feet; containing about 4500 square feet.

Parcel No. 2. A parcel of land supposed to be owned by JOSEPH DAFORGE, located on the westerly side of the Bondsville Road, so called, between stations 107+24+ and 107+95+, of the base line of the 1938 County layout, bounded as follows: westerly by remaining land of said Daforge about 71 feet; easterly by the Bondsville Road about 69 feet and southwesterly by the Ware River about 5.5 feet; containing about 150 square feet.

The layout or relocation and the land takings above described are indicated on plan prepared by the Department of Public Works, Division of Highways on file in the Hampden County Registry of Deeds, and Clerk of Courts' Office, and marked as follows:

Oct. Meeting 1938

The Commonwealth of Massachusetts - PLAN OF ROAD - in the Town of PALMER - Hampden County - Laid out by the County Commissioners
Scale: 40 feet to the inch.

AND the owners of the land over which said highway is thus laid out are allowed until the 1st day of February next, to remove therefrom their buildings, wood, timber or trees. The Commissioners having heard the proprietors of said lands, by themselves, or their agents, so far as they have expressed the desire to be heard on the subject of damages, by them sustained by reason of laying out or relocating said highway, have estimated the same as follows, to wit:

TO:-

Joseph Panek. \$ 1.00

Joseph Daforge. 1.00

The work to be done is as follows: to construct a steel stringer bridge with concrete deck over the Ware River in Palmer, and to grade, surface with Class I bituminous concrete and otherwise improve the approaches thereto; the work to begin at a point about 100 feet south of the end of the section of Bondsville Road improved in 1936, station 99+50, and extend in a northerly direction to station 110+44.5, ((a distance of about 1095 feet)).

The work shall be done in accordance with and as specified in agreement of the Department of Public Works and the Town of Palmer, and contract between the Town of Palmer, by its Board of Selectmen, and Charles I. Hosmer, Inc., of Greenfield, Mass., executed under date of August 23, 1938, copy of said agreement and contract on file in this case. The specifications contained in said agreement and contract shall have the same force and effect as if written herein at length.

These repairs and reconstruction to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Palmer a sum not to exceed FIFTEEN THOUSAND DOLLARS (\$15,000.) towards the reconstruction of said bridge and repairing of said approaches.

All land, grade, drainage and other legal damages shall be paid by the Town of Palmer.

Thos. J. Costello)
Charles W. Bray) County
Margaret V. Donahue) Commissioners
of the County
of Hampden.

COUNTY COMMISSIONERS' MEETING

Hampden, ss:

October 14, 1938

The foregoing report is filed and accepted, and thereupon it is ordered that the same be recorded; that the said road may be known as a public highway forever.

Attest: Charles M. Calhoun, Clerk.

Oct. Meeting 1938

Palmer, Selectmen of the Town of, Petrs, for specific repairs on Thorndike Street and Forest Lake Road, and for aid.

19

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

Respectfully represent the undersigned, Selectmen of the Town of Palmer, in said County, that common convenience and necessity require that the highway leading from Main Street in the Depot Village to Thorndike, and known as Thorndike Street, be specifically repaired by resurfacing, grading or hardening and otherwise repaired as may be necessary, the work to begin at the corner of Park and Thorndike Streets in the Depot Village and extend in a northerly direction for a distance of approximately 8000 feet more or less;

ALSO

that the highway leading from the Village of Thorndike, past Forest Lake, to Ware, and known as the Forest Lake Road be specifically repaired by resurfacing, grading or hardening and otherwise repaired as may be necessary, the work to begin at a point near the farm of Adam Wilk and extend in an easterly direction for a distance of approximately 3000 feet more or less;

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this second day of June, 1938

William F. Griswold

August Ammann

George B. Cheney

SELECTMEN OF THE TOWN OF PALMER

The foregoing petition was entered on the 8th day of June 1938, and due proceedings having been had thereon, on the 9th day of November 1938, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting November 9, 1938

On the petition of the Selectmen of the Town of Palmer for specific repairs on Thorndike Street and Forest Lake Road, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the ninth day of August, A. D. 1938, view said highways and hear all parties interested and did adjudge that specific repairs should be made. At the time of said hearing no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made; to maintain, treat with bituminous material and otherwise improve about 55,515 feet of roads in Palmer, leading to adjoining towns, and being known as Belchertown, Thorndike, Forest Lake, Red Bridge, Three Rivers and Bondeville Roads, Park, Bridge and North Main Streets, and Whipple Bridge Approaches; the work to be done in ten sections:

Belchertown Road	-	2,600 feet
Thorndike Road	-	11,200 feet
Forest Lake Road	-	13,250 feet
Park Street	-	2,300 feet
Red Bridge Road	-	6,270 feet
Whipple Bridge Approaches	-	409 feet
Three Rivers Road	-	5,003 feet
Bondsville Road	-	9,775 feet
Bridge Street	-	507 feet
North Main Street	-	4,201 feet

these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Palmer a sum not to exceed ONE THOUSAND DOLLARS (\$1,000.) towards the repairing of these highways, said repairs to be made as an emergency measure.

All damages sustained by any person by reason of said repairs on these roads shall be paid by the Town of Palmer.

Thos. J. Costello)
 Charles W. Bray) County
 Margaret V. Donahue) Commissioners
 of the County
 of Hampden

Westfield, Mayor of the City of, Petr. for repairs or improvements on Western Ave. from end of bituminous surfacing laid in 1937 westerly about 1200 feet to Bates Rd so-called, and said Bates Rd from Western Ave. northwesterly about 3700 feet to the State Highway leading to Russell (Route #20) and for aid.

21

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT the undersigned, Mayor of the City of Westfield, duly authorized by vote of the City Council, annexed hereto, that common convenience and necessity require that Western Avenue, so-called, from the end of the bituminous surfacing laid in 1937 westerly about 1200 feet to Bates Road, so-called, and said Bates Road from Western Avenue northwesterly about 3700 feet to the State Highway leading to Russell (Route #20) be specifically repaired by grading, laying of a bituminous bound surfacing and otherwise improved as may be necessary.

NOW, THEREFORE, your petitioners pray that your Honorable Board after notice, view and hearing, may order such repairs or improvements, and that said County contribute to the expense of same together with an appropriation from the State and City.

Dated this thirteenth day of June 1938.

Raymond H. Cowing
 Mayor of the City of Westfield.

CITY VOTE

June 8, 1938

Honorable Raymond H. Cowing
 Mayor
 Westfield, Massachusetts

Dear Sir:

This is to officially inform you that at the last meeting of the City Council held June 2, 1938, the following two votes were unanimously passed:

VOTED: That the Mayor be authorized to petition the State and County on behalf of the City for financial aid for the laying of a bituminous bound surfacing and other improvement work on Western Avenue, so-called, from the end of the bituminous surfacing laid in 1937 westerly about 1200 feet to Bates Road, -so-called, and on said Bates Road from said Western Avenue northwesterly about 3700 feet to the State highway leading to Russell, Route #20, and to sign on behalf of the City a contract with the State covering any construction work connected with same.

VOTED: That the Mayor be authorized to petition the State and County on behalf of the City for financial aid for the laying of a macadam surfacing and other improvement work on the section of the North Road from the Southampton Road (Route #10) westerly about 5000 feet to the crossing of the Northampton branch of the New York, New Haven and Hartford Railroad, and to sign on behalf of the City a contract with the State covering any construction work connected with same.

The above votes were approved by you, as Mayor, on June 6, 1938.

Respectfully yours

Harold Whittemore

City Clerk

A true copy, Attest

Harold Whittemore

City Clerk (Seal)

The foregoing petition was entered on the 14th day of June 1938, and due proceedings having been had thereon, on the 14th day of October 1938, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting October 14, 1938

On the petition of the Mayor of the City of Westfield for repairs or improvements on Western Avenue from end of bituminous surfacing laid in 1937 westerly about 1200 feet to Bates Road, so-called, and said Bates Road from Western Avenue northwesterly about 3700 feet to the State Highway leading to Russell (Route #20) and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the sixteenth day of August, A. D. 1938, view said highways and hear all parties interested and did adjudge that specific repairs should be made. At the time of said hearing no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made: to grade, surface with stone retread and bituminous macadam and otherwise improve about 6,655 feet of road in Westfield, leading to Russell, and being known as the Bates Road; the work to begin at the junction of Western Avenue (end of the section improved in 1937), station 0, and extend in a northerly direction to the junction of the State highway (Route #20), station 66+55; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the City of Westfield a sum not to exceed THREE THOUSAND DOLLARS (\$3,000.) towards the repairing of this road.

All damages sustained by any person by reason of repairs on this road shall be paid by the City of Westfield.

Thos. J. Costello)
Charles W. Bray) County
Margaret V. Donahue) Commissioners
of the County
of Hampden.

Westfield, Mayor of the City of Petr. for repairs or improvements on a section of North Road, the work to begin at Southampton Road (Route #10) and extend westerly about 5000 feet to the crossing of the Northampton branch of the New York, New Haven and Hartford Railroad, and for aid.

22

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT the undersigned, Mayor of the City of Westfield, duly authorized by vote of the City Council, annexed hereto, that common convenience and necessity require that a section of North Road, so-called, be specifically repaired by grading and macadamizing and otherwise improve as may be necessary, the work to begin at the Southampton Road, so-called, (Route #10) and extending westerly about 5000 feet to the crossing of the Northampton branch of the New York, New Haven and Hartford Railroad.

NOW, THEREFORE, your petitioners pray that your Honorable Board after notice, view and hearing, may order such repairs or improvements, and that said County contribute to the expense of same together with an appropriation from the State and City.

Dated this thirteenth day of June 1938.

Raymond H. Cowing
Mayor of the City of Westfield.

CITY VOTE

See Case No. 21 - Page 14.

The foregoing petition was entered on the 14th day of June 1938, and due proceedings having been had thereon, on the 14th day of October 1938, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting October 14, 1938

On the petition of the Mayor of the City of Westfield for repairs or improvements on a section of North Road, the work to begin at Southampton Road (Route #10) and extend westerly about 5000 feet to the crossing of the Northampton branch of the New York, New Haven and Hartford Railroad, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the sixteenth day of August, A. D. 1938, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said hearing no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made: to grade, surface with bituminous macadam and otherwise improve about 6,000 feet of road in Westfield, leading to Montgomery, and being known as the North

Road; the work to begin at the junction of Route #10, station 0, and extend in a westerly direction to station 60; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the City of Westfield a sum not to exceed THREE THOUSAND FIVE HUNDRED DOLLARS (\$3,500.) towards the repairing of this road.

All damages sustained by any person by reason of said repairs on this road shall be paid by the City of Westfield.

Thos. J. Costello)
 Charles W. Bray) County
 Margaret V. Donahue) Commissioners
 of the County
 of Hampden.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT the undersigned, Selectmen of the Town of Russell in said County, that common convenience and necessity require that the highway leading from Blandford Road to Westfield and known as General Knox Highway be relocated, that alterations be made in its course and width, and that said road be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at Blandford Road, Woronoco (at point where Gen. Knox Highway commences) and extend in a southerly direction for a distance of approx. 3500 feet more or less.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may make such relocation and alterations and may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this 17th day of June, 1938.

A. H. Moltenbrey

G. C. Brown

Solomon J. Bates

SELECTMEN OF THE TOWN OF RUSSELL

The foregoing petition was entered on the 21st day of June 1938, and due proceedings having been had thereon, on the 14th day of December 1938, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting December 14, 1938

On the petition of the Selectmen of the Town of Russell for relocation, alterations and specific repairs on General Knox Highway, the work to begin at Blandford Rd, Woronoco at point where Gen. Knox Highway commences and extend southerly for a distance of 3500 feet more or less, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the sixteenth day of August, A. D. 1938, view

Russell, Selectmen of the Town of, Petrs. for relocation, alterations and specific repairs on General Knox Highway, the work to begin at Blandford Rd, Woronoco, at point where Gen. Knox Highway commences and extend southerly for a distance of 3500 feet more or less, and for aid.

said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said hearing no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made: to repair, treat with bituminous material, surface with stone retread and otherwise improve about 5,550 feet of road in Russell, leading from the Blandford-Russell State Highway to Westfield, and being known as the General Knox Road; the work to begin at the State Highway, station 0, and extend in a southerly direction to station 55+50; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Russell a sum not to exceed SEVEN HUNDRED FIFTY DOLLARS (\$750.) towards the repairing of this road.

All damages sustained by any person by reason of said repairs on this road shall be paid by the Town of Russell.

Thos. J. Costello)
Chas. W. Bray) County
Edward J. Stapleton) Commissioners
of the County
of Hampden.

Russell, Selectmen of the Town or, Petrs. for specific repairs on Montgomery Road, the work to begin at B&A RR Station, and extend northerly for a distance of approx. 1500 feet more or less, and for aid.

25

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT the undersigned, Selectmen of the Town of Russell in said County, that common convenience and necessity require that the highway leading from Russell to Montgomery and known as Montgomery Road be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at the Boston & Albany Railroad Station, Russell and extend in a northerly direction for a distance of approx. 1500 feet more or less.

WHEREFOR your petitioners pray that your Honorable Board after notice, view and hearing, may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this 17th day of June, 1938.

A. H. Moltenbrey

Solomon J. Bates

Grant C. Brown

SELECTMEN OF THE TOWN OF RUSSELL

The foregoing petition was entered on the 21st day of June 1938, and due proceedings having been had thereon, on the 14th day of December 1938, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting December 14, 1938

On the petition of the Selectmen of the Town of Russell for specific repairs on Montgomery Road, the work to begin at B & A RR Station, and extend northerly for a distance of approx. 1500 feet more or less, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the sixteenth day of August, A. D. 1938, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said hearing no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made: to maintain, treat with bituminous material and otherwise improve about 3,625 feet of road in Russell, leading to Montgomery, and being known as the Montgomery Road; the work to begin at the Montgomery line, station 0, and extend in a southerly direction to station 36+25; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Russell a sum not to exceed TWO HUNDRED DOLLARS (\$200.) towards the repairing of this road.

All damages sustained by any person by reason of said repairs on this road shall be paid by the Town of Russell.

Thos. J. Costello)
Chas. W. Bray) County
Edward J. Stapleton) Commissioners
of the County
of Hampden

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

Respectfully represent the undersigned, Selectmen of the Town of Holland in said County, that common convenience and necessity require that the highway leading from Holland to Mashapaug, and known as Holland-Mashapaug Rd., be specifically repaired by resurfacing, grading or hardening and otherwise repaired as may be necessary, the work to begin at Holland-Brimfield line and extend in a southerly direction for a distance of 5 miles more or less;

ALSO

that the highway leading from Flint's Corner to E. Brimfield line and known as Pond Bridge Rd. be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at East Brimfield-Holland line and extend in a westerly direction for a distance of 5800 feet more or less.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this 20th day of June 1938.

Walter F. Cummings

Arthur R. Phenner

SELECTMEN OF THE TOWN OF HOLLAND

Holland, Selectmen
of the Town of,
Peters. for specific
repairs on Holland-
Mashapaug Rd and
Pond Bridge Road,
and for aid.

The foregoing petition was entered on the 22nd day of June 1938, and due proceedings having been had thereon, on the 7th day of December 1938, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting December 7, 1938

On the petition of the Selectmen of the Town of Holland for specific repairs on Holland-Mashapaug Road and Pond Bridge Road, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the ninth day of August, A. D. 1938, view said highways and hear all parties interested and did adjudge that specific repairs should be made. At the time of said hearing no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made: to maintain, treat with bituminous material and otherwise improve about 25,375 feet of roads in Holland, leading to adjoining town, and being known as East Brimfield, Brimfield and Mashapaug Roads; the work to be done in three sections: East Brimfield Road - 2,500 feet; Brimfield Road - 10,450 feet; Mashapaug Road - 12,425 feet; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Holland a sum not to exceed SEVEN HUNDRED FIFTY DOLLARS (\$750.) towards the repairing of these roads.

All damages sustained by any person by reason of said repairs on these roads shall be paid by the Town of Holland.

Thos. J. Costello)
Charles W. Bray) County
Margaret V. Donahue) Commissioners
of the County
of Hampden

Brimfield, Selectmen of the Town of, Petrs. for relocation, alterations and specific repairs on Brookfield Road, the work to begin at Sta. 107 and extend southwesterly for a distance of twenty-five hundred feet more or less, and for aid.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT the undersigned, Selectmen of the Town of BRIMFIELD in said County, that common convenience and necessity require that the highway leading from BRIMFIELD to BROOKFIELD and known as the BROOKFIELD ROAD be relocated, that alterations be made in its course and width, and that said road be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at STA. 107 and extend in a Southwesterly direction for a distance of twenty five hundred feet more or less.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may make such relocation and alterations and may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this 23rd day of June 1938.

Edward J. Killian

Everett D. Landen

Roe S. Clark

SELECTMEN OF THE TOWN OF BRIMFIELD

The foregoing petition was entered on the 23rd day of June 1938, and due proceedings having been had thereon, on the 2nd day of November 1938, said Commissioners file the following Relocation Report, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting November 2, 1938

On the petition of the Selectmen of the Town of Brimfield for relocation, alterations and specific repairs on Brookfield Road, the work to begin at sta. 107 and extend southwesterly for a distance of twenty-five hundred feet more or less, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said County Commissioners did, on the ninth day of August, A. D. 1938, view said highway and hear all parties interested, and did adjudge that common convenience and necessity require that said highway should be relocated, altered and specific repairs made thereon. And at the time of said view, no person interested having objected, after adjudicating as aforesaid, said Commissioners now relocate, alter and order specific repairs made in the manner following:

The layout or relocation is located on the Brookfield Road, so called, and begins at the southwesterly end of the layout made by the Hampden County Commissioners in 1936, extending thence in a general southwesterly direction about a mile to a point just northeasterly of Dix Hill Road, so called, being more fully described as follows:

The base line begins at a point marking the southwesterly end of the base line of the aforesaid 1936 layout, said point being shown on plan as station 102+13.62 and extends thence westerly to southwesterly by a curve of 600.00 feet radius 407.36 feet, thence south 39° 08' 30" west 112.81 feet, thence by a curve to the left of 600.00 feet radius 383.97 feet, thence south 2° 28' 30" west 532.52 feet thence by a curve to the right of 1000.00 feet radius 198.92 feet, thence south 13° 52' 20" west 179.24 feet, thence by a curve to the right of 1000.00 feet radius 221.97 feet, thence south 26° 35' 25" west 427.29 feet, thence by a curve to the left of 1214.37 feet radius 278.77 feet, thence south 13° 26' 15" west 478.74 feet, thence by a curve to the right of 730.10 feet radius 390.42 feet, thence south 44° 04' 35" west 133.63 feet by a curve to the right of 626.40 feet radius 524.04 feet, thence by a curve to the left of 925.08 feet radius 549.80 feet, thence south 57° 57' 25" west 84.53 feet to a point at the end of the layout, shown on plan as station 151+17.63.

The southeasterly location line begins at a point marking the southwesterly end of the southeasterly location line of the aforesaid 1936 layout, said point bearing south 11° 57' 30" east and being 30.00 feet distant from the point of beginning of the above-described base line

shown on plan as station 102+13.62, and extends thence parallel to said base line and 30.00 feet distant therefrom to a point bearing south 76° 33' 45" east and 30.00 feet distant from station 129+56.47, thence south 13° 26' 15" west 508.90 feet to a point bearing south 31° 24' 33" east and 42.54 feet distant from station 134+35.21, thence by a curve to the right of 650.00 feet radius 347.59 feet to a point bearing north 88° 55' 23" east and 42.54 feet distant from station 138+25.63, thence south 44° 04' 35" west 229.26 feet to a point bearing south 40° 13' 39" east and 33.26 feet distant from station 140+21.53, thence south 60° 34' 29" west 175.19 feet to a point bearing south 24° 52' 34" east and 23.62 feet distant from station 141+89.37, thence south 70° 41' 37" west 113.32 feet to a point bearing south 14° 52' 00" east and 22.49 feet distant from station 142+98.80, thence by a curve to the right of 518.22 feet radius 192.80 feet to a point bearing south 2° 00' 35" west and 30.00 feet distant from station 144+83.30, thence parallel to the above-described base line and 30.00 feet distant therefrom to a point at the end of the layout, bearing south 32° 02' 35" east and 30.00 feet distant from the point of ending of said base line shown on plan as station 151+17.63.

The northwesterly location line begins at a point marking the southwesterly end of the northwesterly location line of theaforesaid 1936 layout, said point bearing north 11° 57' 30" west and being 30.00 feet distant from the point of beginning of the above-described base line shown on plan as station 102+13.62, and extends thence parallel to said base line and 30.00 feet distant therefrom to a point bearing north 76° 33' 45" west and 30.00 feet distant from station 129+56.47, thence south 13° 26' 15" west 508.90 feet to a point bearing south 58° 17' 03" west and 42.54 feet distant from station 134+35.21, thence by a curve to the right of 590.00 feet radius 315.50 feet to a point bearing north 0° 46' 13" west and 42.54 feet distant from station 138+25.63, thence south 44° 04' 35" west 194.06 feet to a point bearing south 88° 49' 18" west and 42.62 feet distant from station 139+59.26, thence by a curve to the right of 470.00 feet radius 220.94 feet to a point bearing north 26° 15' 52" east and 42.62 feet distant from station 142+53.71, thence south 71° 00' 35" west 30.27 feet to a point bearing north 18° 59' 25" west and 30.00 feet distant from said station 142+53.71, thence parallel to the above-described base line and 30.00 feet distant therefrom to a point at the end of the layout bearing north 32° 02' 35" west and 30.00 feet distant from the point of ending of said base line shown on plan as station 151+17.63.

AND the following described parcels of land are taken in fee for purposes of said highway by right of eminent domain under Chapter 79 of the General Laws and all acts in amendment thereof and in addition thereto. All land taken is located in the Town of Brimfield in said County.

Parcel No. 1. A parcel of land supposed to be owned by J. ARTHUR WESSON, located on the northerly side of the Brookfield Road, so called, between stations 102+13.62 and station 102+29+, bounded as follows: northerly by remaining land of said Wesson about 16 feet; easterly and southerly by Brookfield Road about 6 feet and about 17 feet respectively; containing about 60 square feet.

Parcel No. 2. A parcel of land supposed to be owned by DOROTHY L. CARPENTER, located on the southerly side of the Brookfield Road, so-called, between station 102+13.62 and station 102+49+, bounded as follows: southerly by remaining land of said Carpenter about 33 feet; westerly by land now or formerly of J. Arthur Wesson about 21 feet; and northerly and easterly by Brookfield Road about 27 feet and about 17 feet respectively; containing about 580 square feet.

Parcel No. 3. A parcel of land supposed to be owned by J. ARTHUR WESSON, located on the southeasterly side of the Brookfield Road, so called, between station 102+42+ and station 124+81+, bounded as follows: southeasterly and easterly by remaining land of said Wesson about 2195 feet; southerly by land now or formerly of Thomas S. and Eunice A. Magrath about 20 feet; westerly and northwesterly by Brookfield Road about 2245 feet; and easterly by land now or formerly of Dorothy L. Carpenter about 21 feet; containing about 43,550 square feet.

Parcel No. 4. A parcel of land supposed to be owned by JANE WESSON, located on the northwesterly side of the Brookfield Road, so called, between station 103+10+ and 108+11+, bounded as follows: northwesterly by remaining land of said Wesson about 522 feet; and southeasterly by Brookfield Road about 520 feet; containing about 2560 square feet.

Parcel No. 5. A parcel of land supposed to be owned by JANE WESSON, located on the westerly side of the Brookfield Road, so called, between station 111+60+ and station 113+80+; bounded as follows: westerly by remaining land of said Wesson about 220 feet; easterly by Brookfield Road about 221 feet; and southerly by land now or formerly of Thomas S. and Eunice A. Magrath about 8 feet; containing about 1390 square feet.

Parcel No. 6. A parcel of land supposed to be owned by THOMAS S. and EUNICE A. MAGRATH, located on the westerly side of the Brookfield Road, between station 113+80+ and station 122+95+, bounded as follows: westerly by remaining land of said Magrath about 900 feet; northerly by land now or formerly of Jane Wesson about 8 feet and easterly by Brookfield Road about 907 feet; containing about 8440 square feet.

Parcel No. 7. A parcel of land supposed to be owned by THOMAS S. and EUNICE A. MAGRATH, located on the southeasterly side of the Brookfield Road, so called, between stations 124+70+ and station 135+24+, bounded as follows: southeasterly by remaining land of said Magrath about 1054 feet; northwesterly by Brookfield Road about 1059 feet and northerly by land now or formerly of J. Arthur Wesson about 20 feet; containing about 18,500 square feet.

Parcel No. 8. A parcel of land supposed to be owned by THOMAS S. and EUNICE A. MAGRATH, located on the westerly side of the Brookfield Road, so called, between station 129+73₊ and station 131+94₊, bounded as follows: westerly by remaining land of said Magrath about 221 feet; easterly by Brookfield Road about 222 feet; and southerly by land now or formerly of Mary L. Stent about 7 feet; containing about 1630 square feet.

Parcel No. 9. A parcel of land supposed to be owned by MARY L. STENT, located on the northwesterly side of the Brookfield Road, so called, between station 131+93₊ and station 139+77₊, bounded as follows: northwesterly by remaining land of said Stent about 765 feet; northerly by land now or formerly of Thomas S. and Eunice A. Magrath about 7 feet; southeasterly by Brookfield Road about 775 feet and westerly by other land now or formerly of Thomas S. and Eunice A. Magrath about 13 feet; containing about 7930 square feet.

Parcel No. 10. A parcel of land supposed to be owned by THOMAS S. and EUNICE A. MAGRATH, located on the southeasterly side of the Brookfield Road, so called, between stations 136+00₊ and station 140+25₊, bounded as follows: southeasterly by remaining land of said Magrath about 433 feet; southwesterly by Little Rest Road, so called, about 18 feet; and northwesterly by Brookfield Road about 433 feet; containing about 6270 square feet.

Parcel No. 11. A parcel of land supposed to be owned by THOMAS S. and EUNICE A. MAGRATH, located on the northwesterly side of the Brookfield Road, so called, between stations 139+69₊ and station 143+33₊, bounded as follows: northwesterly by remaining land of said Magrath about 347 feet; easterly by land now or formerly of Mary L. Stent about 13 feet and southeasterly by Brookfield Road about 345 feet; containing about 1750 square feet.

Parcel No. 12. A parcel of land supposed to be owned by THOMAS S. and EUNICE A. MAGRATH, located on the southerly side of the Brookfield Road, so called, between station 142+98₊ and station 143+43₊, bounded as follows: southerly by remaining land of said Magrath about 46 feet; westerly by land now or formerly of Edward P. Marriot about 13 feet and northerly by Brookfield Road about 44 feet; containing about 300 square feet.

Parcel No. 13. A parcel of land supposed to be owned by EDWARD P. MARRIOT, located on the southerly side of the Brookfield Road, so called, between station 143+40₊ and station 151+17.63, bounded as follows: southerly and southeasterly by remaining land of said Marriot about 765 feet; also southwesterly by remaining land of said Marriot about 10 feet; northwesterly by Brookfield Road about 390 feet; northerly by remaining land of said Marriot about 138 feet; again northerly by Brookfield Road about 268 feet; and easterly by land now or formerly of Thomas S. and Eunice A. Magrath about 13 feet; containing about 27,550 square feet.

Parcel No. 14. A parcel of land supposed to be owned by EDWARD P. MARRIOT, located on the northwesterly side of the Brookfield Road, so called, between station 149+02+ and station 150+09+, bounded as follows: northwesterly by remaining land of said Marriot about 111 feet and southeasterly by Brookfield Road about 113 feet; containing about 620 square feet.

The layout or relocation and the land takings above described are indicated on plans prepared by the Department of Public Works, Division of Highways on file in the Hampden County Registry of Deeds, and Clerk of Courts' Office, and marked as follows: The Commonwealth of Massachusetts - PLAN OF ROAD - in the Town of BRIMFIELD - Hampden County - Laid out by the County Commissioners Scale: 40 feet to the inch - Office of the Department of Public Works - 100 Nashua St., Boston - October 1938.

AND the owners of the land over which said highway is thus laid out are allowed until the 1st day of February next, to remove therefrom their buildings, wood, timber or trees.

The Commissioners having heard the proprietors of said lands, by themselves, or their agents, so far as they have expressed the desire to be heard on the subject of damages, by them sustained by reason of laying out or relocating said highway, have estimated the same as follows, to wit:

TO:-

J. Arthur Wesson.	\$ 1.00
Dorothy L. Carpenter.	1.00
J. Arthur Wesson.	1.00
Jane Wesson	1.00
Jane Wesson	1.00
Thomas S. and Eunice A. Magrath	1.00
Thomas S. and Eunice A. Magrath	1.00
Thomas S. and Eunice A. Magrath	1.00
Mary L. Stent	1.00
Thomas S. and Eunice A. Magrath	1.00
Thomas S. and Eunice A. Magrath	1.00
Thomas S. and Eunice A. Magrath	1.00
Edward P. Marriot	1.00
Edward P. Marriot	1.00

The work to be done is as follows: to grade, surface with gravel and tar mixed in place and otherwise improve about 2,100 feet of road in Brimfield, leading from Brookfield, and being known as the Brookfield Road; the work to begin at the end of the section of said road improved in 1937, station 107, and extend in a southerly direction to station 128; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Brimfield a sum not to exceed TWO THOUSAND DOLLARS (\$2,000.) towards the repairing of this highway.

All land, grade, drainage and other legal damages shall be paid by the Town of Brimfield.

Thos. J. Costello)
Charles W. Bray) County
Margaret V. Donahue) Commissioners
of the County
of Hampden.

COUNTY COMMISSIONERS' MEETING

Hampden, ss:

November 2, 1938

The foregoing report is filed and accepted, and thereupon it is ordered that the same be recorded; that the said road may be known as a public highway forever.

Attest: Charles M. Calhoun, Clerk.

Brimfield, Selectmen
of the Town of, Petrs.
for specific repairs
on Holland Road,
Brookfield Road and
Warren Road, and for
aid.

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TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

Respectfully represent the undersigned, Selectmen of the Town of Brimfield in said County, that common convenience and necessity require that the following highways be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary:

Highway leading from Brimfield to Holland
and known as the Holland Road
the work to begin at Brimfield-Holland Town Line
and extend in a northwesterly direction
for a distance of 11,200 feet more or less;

Highway leading from Brimfield to Brookfield
and known as the Brookfield Road
the work to begin at Warren Town Line
and extend in a Southwesterly direction
for a distance of 12,000 feet more or less;

Highway leading from Brimfield to Warren
and known as the Warren Road
the work to begin at Warren Town Line
and extend in a Southerly direction
for a distance of 16,400 feet more or less.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.
Dated this 23rd day of June 1938

Edward J. Killian
Everett D. Landen
Roe S. Clark

SELECTMEN OF THE TOWN OF BRIMFIELD

The foregoing petition was entered on the 23rd day of June 1938, and due proceedings having been had thereon, on the 19th day of October 1938, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting October 19, 1938

On the petition of the Selectmen of the Town of Brimfield for specific repairs on Holland Road, Brookfield Road and Warren Road, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the ninth day of August, A. D. 1938, view said highways and hear all parties interested and did adjudge that specific repairs should be made. At the time of said hearing no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made: to maintain, treat with bituminous material and otherwise improve about 38,218 feet of roads in Bromfield, leading to adjoining towns, and being known as Holland, Warren and Brookfield Roads; the work to be done in three sections:

Holland Road - 11,436 feet

Between stations 90 and 94 on the Holland Road, an 18-inch bituminous coated corrugated metal pipe culvert, 34 feet in length, shall be constructed in accordance with the applicable requirements of Divisions V and VI.

Warren Road - 16,082 feet

Brookfield Road - 10,700 feet

these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Brimfield a sum not to exceed FIVE HUNDRED DOLLARS (\$500.) towards the repairing of these highways.

All damages sustained by any person by reason of said repairs on these roads shall be paid by the Town of Brimfield.

Thos. J. Costello)
Charles W. Bray) County
Margaret V. Donahue) Commissioners
of the County
of Hampden.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

Respectfully represent the undersigned, Selectmen of the Town of Montgomery in said County, that common convenience and necessity require that the highway leading from Westfield to Huntington-Through Montgomery and known as The Main Road, be relocated, that alterations be made in its course and width, and that said road be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at Station 70 and extend in a northerly direction for a distance of 4200 feet more or less.

Montgomery, Selectmen of the Town of, Petrs. for relocation, alterations and specific repairs on the Main Rd, the work to begin at station 70 and extend northerly for a distance of 4200 ft more or less, and for aid.

Wherefore your petitioners pray that your Honorable Board after notice, view and hearing, may make such relocation and alterations and may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this 20th day of June 1938.

Walter D. Allyn

Myron E. Kelso

Andrew J. Hall

SELECTMEN OF THE TOWN OF
MONTGOMERY

The foregoing petition was entered on the 24th day of June 1938, and due proceedings having been had thereon, on the 2nd day of November 1938, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting November 2, 1938

On the petition of the Selectmen of the Town of Montgomery for relocation, alterations and specific repairs on the Main Road, the work to begin at station 70 and extend northerly for a distance of 4200 feet more or less, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the sixteenth day of August, A. D. 1938, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made: to grade, surface with gravel and stone and retread and otherwise improve about 4,580 feet of road in Montgomery, leading from Westfield to Huntington, and being known as the Main Road; the work to begin at the end of the section of said road improved with stone retread in 1937, station 70, and extend in a northwesterly direction to station 111+50, thence from station 114 to 118+30; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Montgomery a sum not to exceed TWO THOUSAND DOLLARS (\$2,000.) towards the repairing of this highway. The County of Hampden shall pay a sum not exceeding SIX HUNDRED DOLLARS (\$600.) to be used in repairing the damage on said road caused by the hurricane-flood of September 1938, said repairs to be made as an emergency measure.

All damages sustained by any person by reason of said repairs on this highway shall be paid by the Town of Montgomery.

Thos. J. Costello)
Charles W. Bray) County
Margaret V. Donahue) Commissioners
of the County
of Hampden.

Montgomery, Selectmen
of the Town of, Petrs.
for specific repairs
on the Main Road in
five sections, and
for aid.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT the undersigned, Selectmen of the Town of Montgomery in said County, that common convenience and necessity require that the highway leading from Huntington to Westfield and known as Main Road be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at Station (160+50 - 171+50) (232 - 237) (260 - 237+50) (132 - 149+) (224 - 44) and extend in a Northerly direction for a distance of 5650 feet more or less.

WHEREFOR your petitioners pray that your Honorable Board after notice, view and hearing, may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this 20th day of June 1938.

Walter D. Allyn

Myron E. Kelso

Andrew J. Hall

SELECTMEN OF THE TOWN OF
MONTGOMERY

The foregoing petition was entered on the 24th day of June 1938, and due proceedings having been had thereon, on the 23rd day of November 1938, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting November 23, 1938

On the petition of the Selectmen of the Town of Montgomery for specific repairs on the Main Road in five sections, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the sixteenth day of August, A. D. 1938, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said hearing no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made: to maintain, treat with bituminous material and otherwise improve about 5,650 feet of road in Montgomery, leading from Huntington to Westfield, and being known as the Main Road; the work to begin at a point about 13,200 feet from the Westfield line, station 132, and extend in a northwesterly direction, in five sections, to station 273+50; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Montgomery a sum not to exceed FOUR HUNDRED DOLLARS (\$400.) towards the repairing of this road.

All damages sustained by any person by reason of said repairs on this road shall be paid by the Town of Montgomery.

Thos. J. Costello)
Charles W. Bray) County
Margaret V. Donahue) Commissioners
of the County
of Hampden.

Springfield, Board of Aldermen of the City of, Petrs. for extension and layout of Island Pond Rd across the NY. N.H. & H. RR, near the crossing of Allen St and the tracks of said N.Y. N.H. & H. RR, and that the proposed extension of Island Pond Road, as extended, cross the railroad at grade and that it be laid out in such manner as not to injure or obstruct the railroad.

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Plan in Book 11
Page 8.

COMMONWEALTH OF MASSACHUSETTS
Hampden, ss:

TO THE HONORABLE BOARD OF COUNTY COMMISSIONERS FOR THE
COUNTY OF HAMPDEN:

Respectfully represents the Board of Aldermen of the City of Springfield in said county, acting in compliance with the provisions of law relating thereto, that a public way in the City of Springfield, County of Hampden and Commonwealth aforesaid, known as Allen Street, and tracks of the New York, New Haven and Hartford Railroad cross each other on Allen Street near another street in said Springfield known as Island Pond Road, located to the northeast of said Allen Street; that the said Board of Aldermen is of the opinion that public necessity and convenience require that the said Island Pond Road, so-called, be extended and laid out across the said New York, New Haven and Hartford Railroad at a point near the site above described, and your petitioner, the Board of Aldermen, is of the further opinion that public necessity requires that the proposed extension of Island Pond Road, as extended, cross the railroad at grade, and that said crossing be laid out in such manner, and your petitioner proposes that it be laid out in such manner, as not to injure or obstruct the railroad.

WHEREFORE, your Petitioner prays that the Honorable Board of County Commissioners will, after notice to the railroad corporation and hearing to all persons interested, and with the consent of the Department of Public Utilities, give special authority to authorize such crossing, as provided by law.

BOARD OF ALDERMEN OF THE CITY OF SPRINGFIELD

Leonard M. Brown
Fred J. Brown
W. Lee Costigan
John P. Sullivan, Jr.
R. J. Callahan, Jr.
G. Irving Guyer
Howard S. Sanderson
Fred E. Barker

The foregoing petition was entered on the 25th day of June 1938, and due proceedings having been had thereon, the following Interlocutory Decree was filed on July 20, 1938; Notice of Hearing in Boston-Dept. of Public Utilities was filed on September 24, 1938; Consent from Department of Public Utilities was filed on October 18, 1938; and Final Decree was filed on October 20, 1938, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss:

July 20, 1938

Board of Aldermen of the City of Springfield, Petrs. for extension and layout of Island Pond Road across the New York, New Haven and Hartford Railroad, near the crossing of Allen Street and the tracks of said New York, New Haven and Hartford Railroad, and that the proposed extension of Island Pond Road, as extended, cross the railroad at grade

and that it be laid out in such manner as not to injure or obstruct the railroad.

INTERLOCUTORY DECREE

In the matter of the above petition, the County Commissioners having caused due notice to be given of the time and place of hearing, met the parties at said Springfield on the twentieth day of July, 1938, at which time the parties were fully heard, and there being no objection, after due consideration, it is hereby ADJUDGED AND DECREED that public necessity and convenience requires that Island Pond Road, located to the northeast of Allen Street, be extended and laid out across the New York, New Haven and Hartford Railroad at a point adjoining where Allen Street crosses the tracks of the New York, New Haven and Hartford Railroad; said crossing of Island Pond Road as extended be laid out at grade.

Charles W. Bray	) County
	) Commissioners
Margaret V. Donahue	) of the County
	) of Hampden.
Francis M. O'Keefe	) Assoc. Commissioner

NOTICE OF HEARING

THE COMMONWEALTH OF MASSACHUSETTS
DEPARTMENT OF PUBLIC UTILITIES

(D.P.U. 5706)

BOSTON, September 21, 1938

Upon the petition of the County Commissioners of Hampden County for consent to the construction of Island Pond Road across the tracks of the New York, New Haven and Hartford Railroad, at the same level therewith, in the City of Springfield in said County, the Commission of the Department of Public Utilities will hold a public hearing at its hearing room, 166 State House, Boston, on Tuesday the fourth day of October at twelve o'clock noon.

And the petitioner is required to give notice of said hearing by publication hereof once prior to said date in the Springfield Daily Republican, a newspaper published in said Springfield, to serve a copy hereof at least ten days prior to said date on The New York, New Haven and Hartford Railroad Company and on the Mayor of the City of Springfield, and to make return of service and publication at the time of hearing.

By order of the Department,

Leonard F. Hardy

Secretary.

CONSENT FROM THE DEPARTMENT OF PUBLIC UTILITIES

THE COMMONWEALTH OF MASSACHUSETTS

DEPARTMENT OF PUBLIC UTILITIES

(D.P.U. 5706)

October 14, 1938

Petition of County Commissioners of Hampden County for consent to the construction of Island Pond Road across the tracks of the New York, New Haven and Hartford Railroad at level therewith in the City of Springfield.

Upon the petition of the Board of Aldermen of Springfield setting forth that public necessity and convenience required that Island Pond Road be extended and laid out across the New York, New Haven and Hartford Railroad near the crossing of Allen Street and the tracks of said New York, New Haven and Hartford Railroad, and that the proposed extension of Island Pond Road as extended will cross the railroad at grade, and that it be laid out in such manner as not to injure or obstruct the railroad, the County Commissioners of the County of Hampden after notice, a public hearing held on July 20, 1938, a view and consideration, adjudged and decreed that public necessity and convenience required that Island Pond Road, located to the northeast of Allen Street, be extended and laid out across the New York, New Haven and Hartford Railroad at a point adjoining where Allen Street crosses the tracks of the New York, New Haven and Hartford Railroad, said crossing of Island Pond Road as extended to be laid out at grade in accordance with plan on file with the County Commissioners.

The County Commissioners of said County of Hampden now petition this Department for the consent in writing to the crossing at grade of said proposed public way in the City of Springfield over the tracks of said New York, New Haven and Hartford Railroad.

Section 104 of chapter 160 of the General Laws (Tercentenary Edition) as amended by chapter 176 of the Acts of 1938, provides in part as follows:

"A public way may be laid out across a railroad previously constructed, if the County Commissioners, or the Department of Public Works in the case of a State highway, adjudge that public necessity and convenience so require;... and the Department of Public Utilities consents thereto in writing."

After notice, a public hearing was held upon the petition, at which representatives of the County Commissioners and the City of Springfield appeared and expressed their views. Letters from a Representative of the district affected and other parties interested, favoring the granting of the petition, have been received by the Department. The New York, New Haven and Hartford Railroad Company was not represented at the public hearing upon the petition but it was stated to the Commission of the Department that the County Commissioners and the City of Springfield understood that the railroad had no objection to the granting of the petition by the Department.

The proposed layout and extension of said Island Pond Road in the City of Springfield is to be made substantially in accordance with a plan on file with the Department, entitled:

Springfield, Mass.
Department of Streets and Engineering
Plan of
Proposed Extension
ISLAND POND ROAD
TO ALLEN STREET
AT THE N.Y.N.H. & H.R.R.
Scale 1" = 40' July 1, 1938

and being Sheet No. 2 of said plan. It appears that the proposes extension of Island Pond Road across the tracks of the New York, New

Haven and Hartford Railroad is to be in substitution of a private way located approximately 85 feet northwesterly of the proposed new way and said private way is to be eliminated and the Railroad is not to be called upon to pay any part of the cost of making said extension.

It appears that traffic on this railroad at the present time is a local freight, making one movement a day in each direction, that trains stop before crossing said Allen Street, and a member of the crew protects the movement over the crossing. In view of this it would appear to be unnecessary for trains to make an additional stop if Island Pond Road were extended across the tracks of said railroad company, and we believe that train movements over the proposed crossing can and should be flagged by the member of the train crew who flags the Allen Street crossing. Inspectors from the Railroad and Railway Division of this Department have viewed the premises and have submitted a report to the Department in which it is stated in substance that they believe that the plan as outlined would be a distinct improvement over the conditions that now obtain at this locus.

Since 1904 or thereabouts, when an Act was passed relative to the abolition of existing grade crossings, the Commonwealth has been committed to a policy of abolition of grade crossings and since that time the State, cities and towns and railroads have been expending large sums of money in abolition of these crossings. This Department and its predecessors for years has followed the policy of not consenting to the construction of crossings at grade unless it appeared that a crossing other than at grade would involve an unreasonable expenditure of money, was impracticable, or undue hardship would be placed upon the traveling public if such crossing were not allowed.

It was stated at the hearing that the City of Springfield as a further protection is to install flash signals at this proposed grade crossing and to thereafter maintain the same.

In the circumstances of this case we believe that public convenience and necessity will be served by our consent thereto. The Department, therefore, is willing to give its consent in writing to this crossing at grade as provided for on the plan of the proposed layout and extension on file with the petition in this Department.

Accordingly,

The Department hereby consents IN WRITING to the construction of a highway in the City of Springfield across the tracks of the New York, New Haven and Hartford Railroad at a level therewith.

By order of the Department

(Signed) LEONARD F. HARDY

Secretary

(Seal)

A true copy
Attest:

Leonard F. Hardy
Secretary

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss:

October 19, 1938

Board of Aldermen of the City of Springfield, Petrs.
for extension and layout of Island Pond Road across the New
York, New Haven and Hartford Railroad, near the crossing of
Allen Street and the tracks of said New York, New Haven and
Hartford Railroad, and that the proposed extension of Island
Pond Road, as extended, cross the railroad at grade and that
it be laid out in such manner as not to injure or obstruct
the railroad.

FINAL DECREE

In the matter of the above petition, it appearing that here-
tofore the County Commissioners have adjudged and decreed that public
necessity and convenience requires that Island Pond Road, located to
the northeast of Allen Street, be extended and laid out across the New
York, New Haven and Hartford Railroad at a point adjoining where Allen
Street crosses the tracks of the New York, New Haven and Hartford
Railroad, said crossing of Island Pond Road as extended be laid out at
grade, and it appearing that by order of the Department of Public
Utilities dated October 14, 1938, on file in this case, consenting as
follows:

"The Department, therefore, is willing to give its consent in
writing to this crossing at grade as provided for on the plan of
the proposed layout and extension on file with the petition in
this Department.

Accordingly,

The Department hereby consents IN WRITING to the construction
of a highway in the City of Springfield across the tracks of the
New York, New Haven and Hartford Railroad at a level therewith."

NOW, THEREFORE, the County Commissioners being of the opinion
that public convenience and necessity requires that said way be ex-
tended and laid out as petitioned for, hereby authorizes the City of
Springfield to extend and lay out Island Pond Road, located to the north-
east of Allen Street, across the New York, New Haven and Hartford
Railroad at a point adjoining where Allen Street crosses the tracks
of the New York, New Haven and Hartford Railroad, said crossing of
Island Pond Road as extended be laid out at grade, in accordance with
plan on file in the case.

Any and all damages arising out of the relocation of Island
Pond Road shall be borne by the City of Springfield.

Charles W. Bray	) County
Margaret V. Donahue	) Commissioners
Francis M. O'Keefe	) of the County
	) of Hampden.
	) Assoc. Commissioner

Oct. Meeting 1938

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT the undersigned, Selectmen of the Town of Longmeadow in said County, that common convenience and necessity require that the highway leading from Longmeadow to East Longmeadow and known as Williams Street be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at Longmeadow Street and extend in an easterly direction for a distance of Twenty Six Hundred (2600) feet more or less.

WHEREFOR your petitioners pray that your Honorable Board after notice, view and hearing, may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this Twentieth day of June 1938

Clarence White

Edwin S. Munson

Harry I. Steele

SELECTMEN OF THE TOWN OF LONGMEADOW

The foregoing petition was entered on the 25th day of June 1938, and due proceedings having been had thereon, on the 7th day of December 1938, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting December 7, 1938

On the petition of the Selectmen of the Town of Longmeadow for specific repairs on Williams Street, the work to begin at Longmeadow Street and extend easterly for a distance of 2600 feet more or less, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the eleventh day of August, A. D. 1938, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said hearing no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made: construction work beginning at about Station 3+00 on Williams Street, about 350 feet east of Longmeadow Street, and extending thence along Williams Street in a general easterly direction for a distance of about 2078 feet to about Station 23+78, at Laurel Street; these repairs to be made according to specifications set forth in agreement/contract of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Longmeadow a sum not to exceed FIVE THOUSAND DOLLARS (\$5,000.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road shall be paid by the Town of Longmeadow.

Thos. J. Catello) County
Charles W. Bray) Commissioners
Margaret V. Donahue) of the County
of Hampden.

Longmeadow, Selectmen of the Town of, Petrs. for specific repairs on Williams Street, the work to begin at Longmeadow Street and extend easterly for a distance of 2600 feet more or less, and for aid.

Oct. Meeting 1938

Granville, Selectmen of the Town of, Petrs. for relocation, alterations and specific repairs on the Main Road, the work to begin at point of completion 1937 and extend westerly for a distance of 1400' feet more or less and for aid.

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TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT the undersigned, Selectmen of the Town of Granville in said County, that common convenience and necessity require that the highway leading from Granville to Tolland and known as Main Road be relocated, that alterations be made in its course and width, and that said road be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at Point of completion 1937 and extend in a westerly direction for a distance of 1400' feet more or less.

WHEREFORE your petitioners pray that Your Honorable Board after notice, view and hearing, may make such relocation and alterations and may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this 20th day of June 1938.

E. A. Jensen

S. M. Roberts

Pearl P. Phelon

SELECTMEN OF THE TOWN OF
GRANVILLE

The foregoing petition was entered on the 27th day of June 1938, and due proceedings having been had thereon, on the 2nd day of November 1938, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting November 2, 1938

On the petition of the Selectmen of the Town of Granville for relocation, alterations and specific repairs on the Main Road, the work to begin at point of completion 1937 and extend westerly for a distance of 1400' feet more or less and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the sixteenth day of August, A. D. 1938, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made: to grade, surface with bituminous macadam and otherwise improve about 2,350 feet of road in Granville, leading to Tolland, and being known as the Main Road; the work to begin at the end of the section of said road improved in 1937, station 168+50, and extend in a westerly direction to station 192+0+; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Granville a sum not to exceed THREE THOUSAND DOLLARS (\$3,000.) towards the repairing of this road.

All damages sustained by any person by reason of said repairs on this road shall be paid by the Town of Granville.

Thos. J. Costello)
 Charles W. Bray) County
 Margaret V. Donahue) Commissioners
 of the County
 of Hampden.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT the undersigned, Selectman of the Town of Tolland in said County, that common convenience and necessity require that the highway leading from Tolland Center to New Boston and known as New Boston Road be relocated, that alterations be made in its course and width, and that said road be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at sta. 255+50 and extend in a westerly direction for a distance of 3500 feet more or less.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may make such relocation and alterations and may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this 20th day of June 1938.

Kenneth F. Hale

Lyman C. Clark

Louis F. Dutton

SELECTMEN OF THE TOWN OF TOLLAND

The foregoing petition was entered on the 27th day of June 1937, and due proceedings having been had thereon, on the 2nd day of November 1938, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting November 2, 1938

On the petition of the Selectman of the Town of Tolland for relocation, alterations and specific repairs on New Boston Road, the work to begin at station 255+50 and extend westerly for a distance of 3500 feet more or less, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the sixteenth day of August, A. D. 1938, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made: to grade, surface with bituminized gravel and otherwise improve about 2,600 feet of road in Tolland, leading to Sandisfield, and being known as the New Boston Road; the work to begin at the end of the section of said road improved in 1937, station 256+00, and extend in a westerly direction to station 282+00; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways on file with this case.

Tolland, Selectmen of the Town of, Petrs. for relocation, alterations and specific repairs on New Boston Road, the work to begin at sta. 255+50 and extend westerly for a distance of 3500 feet more or less, and for aid.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Tolland a sum not to exceed THREE THOUSAND DOLLARS (\$3,000.) towards the repairing of this road.

All damages sustained by any person by reason of said repairs on this road shall be paid by the Town of Tolland.

Thos. J. Costello)
Charles W. Bray) County
Margaret V. Donahue) Commissioners
of the County
of Hampden

Wales, Selectmen of the Town of, Petrs. for specific repairs on Wales-Monson Road, the work to begin at Monson Town Line and extend easterly for a distance of 3 miles more or less, and for aid.

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TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

Respectfully represent the undersigned, Selectmen of the Town of Wales in said County, that common convenience and necessity require that the highway leading from Monson to Wales and known as Wales-Monson Road be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at Monson Town Line and extend in an easterly direction for a distance of 3 miles more or less.

Wherefore your petitioners pray that your Honorable Board after notice, view and hearing, may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town. Dated this 24th day of June 1938

Frank A. Johnson

Albert F. Premo

Everett A. Gray

SELECTMEN OF THE TOWN OF WALES

The foregoing petition was entered on the 27th day of June 1938, and due proceedings having been had thereon, on the 26th day of October 1938, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting October 26, 1938

On the petition of the Selectmen of the Town of Wales for specific repairs on Wales-Monson Road, the work to begin at Monson Town Line and extend easterly for a distance of 3 miles more or less, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the ninth day of August, A. D. 1938, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said hearing no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made: to maintain, treat with bituminous material and otherwise improve about 14,700 feet of road in Wales, leading from Monson, and being known as the Monson Road; the work to begin at the Monson line, station 0, and extend in an easterly direction to station 147; these repairs to be made according to

specifications set forth in agreement of the Department of Public Works-Division of Highways on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Wales a sum not to exceed THREE HUNDRED DOLLARS (\$300.) towards the repairing of this road.

All damages sustained by any person by reason of said repairs on this road shall be paid by the Town of Wales.

Thos. J. Costello)
Charles W. Bray) County
Margaret V. Donahue) Commissioners
of the County
of Hampden.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT the undersigned, Selectmen of the Town of Chester in said County, that common convenience and necessity require that the highway leading from Huntington to Middlefield and known as Chester Hill Road be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at Sta. 365+0 and extend in a Northerly direction for a distance of 1400 feet more or less.

WHEREFOR your petitioners pray that your Honorable Board after notice, view and hearing, may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this 20th day of June 1938.

Thomas Rose

Leon J. Kelso

Thomas E. Tracey

SELECTMEN OF THE TOWN OF CHESTER.

The foregoing petition was entered on the 28th day of June 1938, and due proceedings having been had thereon, on the 2nd day of November 1938, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting November 2, 1938

On the petition of the Selectmen of the Town of Chester for specific repairs on Chester Hill Road, the work to begin at station 365+0 and extend northerly for a distance of 1400 feet more or less, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the sixteenth day of August, A. D. 1938, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made: to grade, surface with gravel and bituminized gravel and otherwise improve about 2,467 feet

Chester, Selectmen of the Town of, Petrs. for specific repairs on Chester Hill Road, the work to begin at sta. 365+0 and extend northerly for a distance of 1400 feet more or less, and for aid.

of road in Chester, leading from Middlefield to Huntington, and being known as the Chester Hill Road; the work to begin at the Middlefield line, station 386+67, and extend in a southeasterly direction to station 362+00; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Chester a sum not to exceed TWO THOUSAND DOLLARS (\$2,000.) towards the repairing of this road.

All damages sustained by any person by reason of said repairs on this road shall be paid by the Town of Chester.

Thos. J. Costello)
Charles W. Bray) County
Margaret V. Donahue) Commissioners
of the County
of Hampden.

Chester, Selectmen of the Town of, Petrs. for specific repairs and construction on East River Rd, specific repairs from sta 94 to 134, in a northerly direction, 4000 feet more or less; and construction to begin at sta 114 and extend northerly for a distance of 1000 ft more or less; and for aid.

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TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT the undersigned, Selectmen of the Town of CHESTER in said County, that common convenience and necessity require that the highway leading from Huntington to Middlefield and known as East River Road be specifically repaired by resurfacing, grading or hardening and otherwise repaired as may be necessary, the work to begin at station 94 to 134 and extend in a Northerly direction for a distance of 4000 feet more or less;

ALSO

the construction work to begin at station 114 and extend in a Northerly direction for a distance of 1000 feet more or less.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may determine and specify such specific repairs and construction and order them to be made, and that said County contribute to the expense of said repairs and construction together with an appropriation from the State and Town.

Dated this 20th day of June 1938.

Thomas Rose

Leon J. Kelso

Thomas E. Tracey

SELECTMEN OF THE TOWN OF CHESTER

The foregoing petition was entered on the 28th day of June 1938, and due proceedings having been had thereon, on the 2nd day of November 1938, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting November 2, 1938

On the petition of the Selectmen of the Town of Chester for specific repairs and construction on East River Road, specific repairs from station 94 to 134, in a northerly direction, 4000 feet more or less; and construction to begin at station 114 and extend northerly for a distance of 1000 feet more or less; and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the sixteenth day of August, A. D. 1938, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made: to repair and treat with bituminous material about 3,000 feet of road, and to grade, surface with gravel and otherwise improve about 2,050 feet of road in Chester, leading from Huntington to Worthington, and being known as the East River Road; the work to be done in two sections:

Section 1 - beginning at the end of the section of said road improved in 1937, station 114+00, and extending in a northerly direction to station 123+50,

Section 2 - beginning at a point about 9,430 feet from Littleville Village, station 94+30, and extending to station 135+30;

these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Chester a sum not to exceed ONE THOUSAND EIGHT HUNDRED DOLLARS (\$1,800.) towards the repairing of this highway. The County of Hampden shall pay a sum not exceeding THREE HUNDRED DOLLARS (\$300.) to be used in repairing the damage on said road caused by the hurricane-flood of September 1938, said repairs to be made as an emergency measure.

All damages sustained by any person by reason of said repairs on this highway shall be paid by the Town of Chester.

Thos. J. Costello)
Charles W. Bray) County
Margaret V. Donahue) Commissioners
of the County
of Hampden.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

Respectfully represent the undersigned, Selectmen of the Town of Chester in said County, that common convenience and necessity require that the highway leading from Chester to Middlefield and known as Middlefield Road be specifically repaired by resurfacing, grading or hardening and otherwise repaired as may be necessary, the work to begin at station 127 + 0 and extend in a Northerly direction for a distance of 2800 feet more or less;

ALSO

that the highway leading from Huntington to Middlefield and known as Chester Hill Road be specifically repaired by resurfacing, grading or hardening and otherwise repaired as may be necessary, the work to begin at station 50 - to Sta. 80 also from Sta. 85- 0 to Sta. 135 - 0 and extend in a Northerly direction for a distance of 8000 feet more or less;

ALSO

that the highway leading from Huntington to Middlefield and known as

Chester, Selectmen of the Town of, Petrs. for specific repairs on Middlefield Road, Chester Hill Road and East River Road, and for aid.

Oct. Meeting 1938

East River Road be specifically repaired by resurfacing, grading or hardening and otherwise repaired as may be necessary, the work to begin at station 200- and extend in a Northerly direction for a distance of 2000 feet more or less.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this 20th day of June 1938.

Thomas Rose

Leon J. Kelso

Thomas E. Tracey

SELECTMEN OF THE TOWN OF CHESTER

The foregoing petition was entered on the 28th day of June 1938, and due proceedings having been had thereon, on the 5th day of October 1938, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting October 5, 1938

On the petition of the Selectmen of the Town of Chester for specific repairs on Middlefield Road, Chester Hill Road and East River Road, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the sixteenth day of August, A. D. 1938, view said highways and hear all parties interested and did adjudge that specific repairs should be made. At the time of said hearing no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made: to maintain, treat with bituminous material and otherwise improve about 14,800 feet of roads in Chester, leading to adjoining towns, and being known as Middlefield, Chester Hill and East River Roads; the work to be done in three sections:

Middlefield Road - 2,800 feet, from Sta. 127+0 northerly to Sta. 155+0

Chester Hill Road- 10,000 feet, from Sta. 50+0 north to Sta. 80+0 and from Sta. 85+0 north to Sta. 155+0

East River Road - 2,000 feet, from Sta. 200+0 north to Sta. 220+0 these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Chester a sum not to exceed SIX HUNDRED DOLLARS (\$600.) towards the repairing of these highways.

All damages sustained by any person by reason of said repairs on these roads shall be paid by the Town of Chester.

Thos. J. Costello)

Charles W. Bray) County
Margaret V. Donahue) Commissioners
of the County
of Hampden

Oct. Meeting 1938

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY represent the undersigned, Selectmen of the Town of West Springfield, in said County, that common convenience and necessity require that the highway known as River Street in said West Springfield be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at Park Street and extending in a southerly direction about 4400 feet to Memorial Avenue and Agawam Bridge.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this twenty-third day of June, 1938.

James R. Dearden

Henry S. Johnston

Frank T. Raleigh

Board of Selectmen of the Town
of West Springfield.

West Springfield,
Selectmen of the Town
of, Petrs. for spe-
cific repairs on River
St., the work to be-
gin at Park St., and
extend in a southerly
direction about 4400
feet to Memorial
Avenue and Agawam
Bridge, and for aid.

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The foregoing petition was entered on the 1st day of July 1938, and due proceedings having been had thereon, on the 9th day of November 1938, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting November 9, 1938

On the petition of the Selectmen of the Town of West Springfield for specific repairs on River Street, the work to begin at Park Street and extend in a southerly direction about 4400 feet to Memorial Avenue and Agawam Bridge, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the sixteenth day of August, A. D. 1938, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said hearing no person interested having objected after adjudicating as aforesaid, said Commissioners order that River Street be constructed beginning at about Station 0+00 on River Street, at Bridge Street, and extending thence along River Street in a general northerly direction for a distance of about 4259 feet to about Station 42+59.16, at Park Street; these repairs to be made according to specifications set forth in agreement/contract of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of West Springfield a sum not to exceed FOUR THOUSAND DOLLARS (\$4,000.) towards the repairing of this road.

All damages sustained by any person by reason of said repairs on this road shall be paid by the Town of West Springfield.

Thos. J. Costello) County
Charles W. Bray) Commissioners
Margaret V. Donahue) of the County
of Hampden

Oct. Meeting 1938

Blandford, Selectmen of the Town of Blandford, for relocation, alterations and specific repairs on Russell & Blandford Stage Road, the work to begin at station 92 and extend easterly for a distance of 1600 feet more or less, and for aid.

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TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT the undersigned, Selectmen of the Town of Blandford in said County, that common convenience and necessity require that the highway leading from Blandford to Russell Town Line and known as Russell & Blandford Stage Road be relocated, that alterations be made in its course and width, and that said road be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at Station 92 and extend in an Easterly direction for a distance of Sixteen hundred (1600) feet more or less.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may make such relocation and alterations and may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this first day of July 1938.

W. V. Bodurtha

S. A. Anderson

Wm. H. Hepsley

SELECTMEN OF THE TOWN OF BLANDFORD

The foregoing petition was entered on the 5th day of July 1938, and due proceedings having been had thereon, on the 2nd day of November 1938, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting November 2, 1938

On the petition of the Selectmen of the Town of Blandford for relocation, alterations and specific repairs on Russell & Blandford Stage Road, the work to begin at station 92 and extend easterly for a distance of 1600 feet more or less, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the sixteenth day of August, A. D. 1938, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said hearing no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made: to grade, surface with gravel and otherwise improve about 1,900 feet of road in Blandford, leading to Russell, and being known as the Russell Road (also Blandford Stage Road); the work to be done in two sections:

Section 1 - beginning at the end of the section of said road improved in 1936, station 91+00, and extending in an easterly direction to station 100+00.

Section 2 - beginning at the end of the section of said road improved in 1937, station 107+00, and extending in an easterly direction to station 117+00;

these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Blandford a sum not to exceed THREE THOUSAND DOLLARS (\$3,000.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road shall be paid by the Town of Blandford.

Thos. J. Costello)
Charles W. Bray) County
Margaret V. Donahue) Commissioners
of the County
of Hampden.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT the undersigned, BOARD OF ROAD COMMISSIONERS of the Town of Monson in said County, that common convenience and necessity require that the highway leading from PALMER to MONSON and known as MAIN STREET be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at END OF CHAPTER 90, 1937 TYPE "I" SURFACE and extend in a SOUTHERLY direction for a distance of 1500 feet more or less.

WHEREFOR your petitioners pray that your Honorable Board after notice, view and hearing, may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this 20TH day of JUNE 1938.

A. W. Borgeson
Frank Carter
George W. Meacham

BOARD OF ROAD COMMISSIONERS OF THE TOWN OF MONSON

The foregoing petition was entered on the 7th day of July 1938, and due proceedings having been had thereon, on the 26th day of October 1938, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting October 26, 1938

On the petition of the Board of Road Commissioners of the Town of Monson, for specific repairs on Main Street, the work to begin at end of Ch 90, 1937 Type "I" surface and extend southerly for a distance of 1500 feet more or less, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the ninth day of August, A. D. 1938, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made: to grade, surface with bituminous macadam and otherwise improve about 1,350 feet of road in Monson, leading from Palmer (Tennyville) to the Connecticut line, and being known as Main Street (Route #32); the work to begin at the end of

Monson, Board of Road Commissioners of the Town of, Petrs. for specific repairs on Main Street, the work to begin at end of Ch 90, 1937 Type "I" surface and extend southerly for a distance of 1500 feet more or less, and for aid.

the section of said road improved in 1937, station 10, and extend in a southerly direction to station 23+50; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Monson a sum not to exceed TWO THOUSAND FIVE HUNDRED DOLLARS (\$2,500.) towards the repairing of this road.

All damages sustained by any person by reason of said repairs on this road shall be paid by the Town of Monson.

Thos. J. Costello)
Charles W. Bray) County
Margaret V. Donahue) Commissioners
of the County
of Hampden.

Monson, Board of Road Commissioners of the Town of, Petrs. for specific repairs on Wales Road and State Avenue, and for aid.

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TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

Respectfully represent the undersigned, BOARD OF ROAD COMMISSIONERS of the Town of Monson in said County, that common convenience and necessity require that the following highways be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary:

Highway leading from WALES to MONSON
and known as WALES ROAD
the work to begin at Station 101
and extend in a Westerly direction
for a distance of 2400 feet more or less;

Highway leading from PALMER to MONSON
and known as STATE AVENUE
the work to begin at bridge
and extend in a Southerly direction
for a distance of 2500 feet more or less.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this 20TH day of JUNE 1938.

A. W. Borgeson
Frank Carter
George W. Meacham

BOARD OF ROAD COMMISSIONERS OF THE TOWN OF MONSON

The foregoing petition was entered on the 7th day of July 1938, and due proceedings having been had thereon, on the 26th day of October 1938, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting October 26, 1938

On the petition of the Board of Road Commissioners of the Town of Monson for specific repairs on Wales Road and State Avenue, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the ninth day of August, A. D. 1938, view said highways and hear all parties interested and did adjudge that specific repairs should be made. At the time of said hearing no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made: to maintain, treat with bituminous material and otherwise improve about 14,893 feet of roads in Monson, leading to adjoining towns, and being known as State Avenue, Wales Road and Main Street; the work to be done in three sections: State Avenue - 3,693 feet; Wales Road - 10,200 feet; Main Street - 1,000 feet; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Monson a sum not to exceed FIVE HUNDRED DOLLARS (\$500.) towards the repairing of these highways.

All damages sustained by any person by reason of said repairs on these roads shall be paid by the Town of Monson.

Thos. J. Costello)
Charles W. Bray) County
Margaret V. Donahue) Commissioners
of the County

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT the undersigned, BOARD OF ROAD COMMISSIONERS of the Town of MONSON in said County, that common convenience and necessity require that the highway leading from PALMER to MONSON and known as STATE AVENUE be safeguarded by the CONSTRUCTION OF A GUARD RAIL, to begin at South bound of Aldrich property and extend in a Southerly direction for a distance of 800 feet more or less.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may make such relocation and alterations and may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this 20TH day of JUNE 1938.

Alfred W. Borgeson

Frank Carter

George W. Meacham

BOARD OF ROAD COMMISSIONERS OF THE TOWN OF MONSON

The foregoing petition was entered on the 8th day of July 1938, and due proceedings having been had thereon, on the 26th day of October 1938, said Commissioners file the following Final Decree, to wit:

Monson, Board of Road Commissioners of the Town of, Petrs. for relocation, alterations and specific repairs (construction of a guard rail) on State Avenue, the work to begin at south bound of Aldrich property and extend southerly for a distance of 800 feet more or less, and for aid.

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss:County Commissioners' Meeting October 26, 1938

On the petition of the Board of Road Commissioners of the Town of Monson for relocation, alterations and specific repairs (construction of a guard rail) on State Avenue, the work to begin at south bound of Aldrich property and extend southerly for a distance of 800 feet more or less, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the ninth day of August, A. D. 1938, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudgating as aforesaid, said Commissioners order the following repairs made: to construct guard rail on the road in Monson, leading from Palmer, being known as State Avenue; the work to begin at station 10+80, and extend in a southerly direction to station 14+80; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Monson a sum not to exceed TWO HUNDRED FIFTY DOLLARS (\$250.) towards the repairing of this road.

All damages sustained by any person by reason of said repairs on this road shall be paid by the Town of Monson.

Thos. J. Costello)
Charles W. Bray)County
Margaret V. Donahue)Commissioners
)of the County
)of Hampden.

Agawam, Selectmen of the Town of, Petrs. for specific repairs on Suffield Street, the work to begin at corner of Silver and Suffield Streets and extend southerly for a distance of 5,280 feet more or less, and for aid.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN.

Respectfully represent the undersigned, Selectmen of the Town of Agawam in said County, that common convenience and necessity require that the highway leading from Silver St., South to South St. and known as Suffield Street be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at Corner of Silver and Suffield Streets and extend in a Southerly direction for a distance of 5,280 feet more or less.

Wherefore your petitioners pray that your Honorable Board after notice, view and hearing, may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this 15th day of July 1938

Giles W. Halladay

Herman A. Cordes

Edward W. Talmadge

SELECTMEN OF THE TOWN OF AGAWAM

The foregoing petition was entered on the 23rd day of July 1938, and due proceedings having been had thereon, on the 13th day of October 1938, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting October 13, 1938

On the petition of the Selectmen of the Town of Agawam for specific repairs on Suffield Street, the work to begin at corner of Silver and Suffield Streets and extend southerly for a distance of 5,280 feet more or less, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the thirty-first day of August, A. D. 1938, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made:

Sub-base. The sub-base where required shall consist of gravel as specified.

Base Course. The base course for either type of surfacing shall consist of crushed stone bound with sand, as specified, etc. The crushed stone shall be measured by the cubic yard.

Bituminous Macadam Surface Course. (Design I Alternative) Bituminous macadam surface course shall conform to the requirements as amended. The crushed stone shall be measured by the cubic yard.

Penolithic Wearing Surface. (Design II Alternative) Penolithic wearing surface shall conform to the requirements.

Catch Basins. The catch basin castings shall be furnished as specified.

The above and all other work specified in the contract shall be performed in accordance with the contract specifications on file with this case.

The work is to begin at about Station 101+30 on Suffield Street, at the intersection of Silver Street, and extending thence along Suffield Street in a general southerly direction for a distance of about 4920 feet to about Station 150+50.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Agawam a sum not to exceed FIVE THOUSAND DOLLARS (\$5,000.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road shall be paid by the Town of Agawam.

Thos. J. Costello)
Charles W. Bray) County
Margaret V. Donahue) Commissioners
of the County
of Hampden.

Oct. Meeting 1938

Wilbraham, Selectmen of the Town of, Petrs. for specific repairs on East Longmeadow Road, the work to begin at Station 267 and extend southwesterly for a distance of 1400 feet more or less, and for aid.

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TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN.

RESPECTFULLY REPRESENT the undersigned, Selectmen of the Town of Wilbraham in said County, that common convenience and necessity require that the highway leading from Stony Hill Road to East Longmeadow line and known as East Longmeadow Road be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at Station 267 and extend in a South westerly direction for a distance of 1400 feet more or less.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this 27th day of July 1938

George E. Murphy, Jr.

Wm. H. McGuire

SELECTMEN OF THE TOWN OF WILBRAHAM

The foregoing petition was entered on the 2nd day of August 1938, and due proceedings having been had thereon, on the 14th day of October 1938, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss:

County Commissioners' Meeting October 14, 1938

On the petition of the Selectmen of the Town of Wilbraham for specific repairs on East Longmeadow Road, the work to begin at Station 267 and extend southwesterly for a distance of 1400 feet more or less, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the thirty-first day of August, A. D. 1938, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said hearing no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made: to grade, surface with bituminous macadam and otherwise improve about 1,396 feet of road in Wilbraham, leading to East Longmeadow, and being known as the East Longmeadow Road; the work to begin at the end of the section of said road improved in 1937, station 267+50, and extend in a southerly direction to station 281+46+; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Wilbraham a sum not to exceed FOUR HUNDRED TWENTY-FIVE DOLLARS (\$425.00) towards the repairing of this road.

All damages sustained by any person by reason of said repairs on this road shall be paid by the Town of Wilbraham.

Thos. J. Costello)

Charles W. Bray)

Margaret V. Donahue)

County
Commissioners
of the County
of Hampden.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY represent the undersigned, Selectmen of the Town of West Springfield, in said County, that common convenience and necessity require that the highway known as Elm Street in said West Springfield be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at the end of the 1937 Chapter 90 project at Avondale Avenue and extending northerly approximately 1500 feet to Riverdale Street.

WHEREFORE your petitioners pray that your Honorable Board, after notice, view and hearing, may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this second day of August, 1938.

James R. Dearden

Henry S. Johnston

Frank T. Raleigh

Board of Selectmen of the
Town of West Springfield.

The foregoing petition was entered on the 2nd day of August 1938, and due proceedings having been had thereon, on the 9th day of November 1938, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting November 9, 1938

On the petition of the Selectmen of the Town of West Springfield for specific repairs on Elm Street, the work to begin at end of 1937 Ch 90 project at Avondale Avenue and extend northerly approximately 1500 feet to Riverdale Street, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the thirty-first day of August, A. D. 1938, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said hearing no person interested having objected after adjudicating as aforesaid, said Commissioners order that Elm Street be constructed beginning at about Station 7+13 on Elm Street, about 100 feet south of Kings Highway, and extending thence along Elm Street in a general southerly direction for a distance of about 1385 feet to about Station 20+98, at Avondale Avenue; these repairs to be made according to specifications set forth in agreement/contract of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of West Springfield a sum not to exceed THREE THOUSAND SEVEN HUNDRED FIFTY DOLLARS (\$3,750.) towards the repairing of this road.

All damages sustained by any person by reason of said repairs on this road shall be paid by the Town of West Springfield.

West Springfield, Selectmen of the Town of, Petrs. for specific repairs on Elm Street, the work to begin at end of 1937 Ch 90 project at Avondale Avenue and extend northerly approximately 1500 feet to Riverdale Street, and for aid.

Thos. J. Costello)
Charles W. Bray) County
Margaret V. Donahue) Commissioners
of the County
of Hampden.

Westfield, Mayor of
the City of, Petr. for
construction of a new
bridge over the West-
field or Great River,
connecting Elm and
North Elm Streets in
Westfield, and for
aid.

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Plans and specifica-
tions are incorpora-
ted in contract be-
tween City of West-
field and Daniel
O'Connell's Sons, Inc.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT the undersigned, Mayor of the City of West-
field, duly authorized by vote of the City Council, annexed hereto, that
common convenience and necessity require that a new bridge be construct-
ed over the Westfield or Great River, connecting Elm and North Elm
Streets in Westfield.

NOW THEREFORE, your petitioners pray that your Honorable Board,
after proper notice, view and hearing, grant them financial assistance
toward the construction of the new bridge to the amount of Ten Thousand
Dollars (\$10,000.00).

Dated this twenty-fourth day of August 1938.

Raymond H. Cowing
Mayor of the City of Westfield.

CITY VOTE

August 24, 1938

City Clerk's Office

To Whom It May Concern:

This is to certify that at a special meeting of the City Council of the
City of Westfield held August 23, 1938, the following vote was passed:
VOTED: That the Mayor be authorized to petition the State and County on
behalf of the City for financial aid for the construction of a new
bridge across the Westfield or Great River connecting Elm and North Elm
Streets in Westfield, and to sign on behalf of the City any agreements
with the State and County in connection with any allotments made therefor.

I further certify that the above vote was approved by the Mayor August
24, 1938.

Attest

Harold Whittmore

(Seal)

City Clerk

The foregoing petition was filed on August 24, 1938, and due proceedings
having been had thereon, on the 17th day of October 1938, said Com-
missioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting October 17, 1938

On the petition of the Mayor of the City of Westfield for
construction of a new bridge over the Westfield or Great River, connect-
ing Elm and North Elm Streets in Westfield, and for aid.

It appearing that all persons and corporations interested
therein had been duly notified of the time and place of meeting, the
said County Commissioners did, on the twenty-first day of September,
A. D. 1938, view said bridge and approaches and hear all parties in-
terested, and did adjudge that common convenience and necessity require

that a new bridge over the Westfield or Great River, connecting Elm and North Elm Streets, (known as the Great River Bridge), should be constructed and the approaches rebuilt and repaved. And at the time of said view and hearing, no person interested having objected, after adjudicating as aforesaid, said Commissioners now order that a new bridge be constructed and the approaches rebuilt and repaved.

The work to be done is as follows: to construct a new bridge over the Westfield River, connecting Elm and North Elm Streets in Westfield, Massachusetts, including the removal of an existing bridge, which the new bridge will replace, the construction of a temporary bridge and appurtenant constructions. The bridge to be a through steel truss bridge of two spans, total length approximately three hundred sixty-eight (368) feet, roadway forty (40) feet in width exclusive of sidewalk six (6) feet in width on each side of the bridge. The walks and roadway deck to be of reinforced concrete and the roadway to have a two inch (2") bituminous surfacing. All as shown on Plans and Specifications filed with the County Commissioners, said plans having received the approval of the State Department of Public Works and the Federal Emergency Administration of Public Works (referred to as P. W. A. Project No. Mass. 1467-F).

The work shall be done in accordance with and as specified in the contract between the City of Westfield by its Board of Public Works and Daniel O'Connell's Sons, Inc., of Holyoke, Massachusetts, executed under date of October 13, 1938, copy of said contract on file in this case. The specifications contained in said contract shall have the same force and effect as if written herein at length.

There will be no land takings as the new bridge will be located entirely within the public way as previously relocated by the County Commissioners.

The work shall be completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the City of Westfield a sum not to exceed TEN THOUSAND DOLLARS (\$10,000.) towards the cost of construction of said bridge and the rebuilding and repaving of the approaches.

Any and all damages arising out of the construction of said bridge and the rebuilding and repaving of said approaches shall be paid by the City of Westfield.

Thos. J. Costello)
Charles W. Bray) County
Margaret V. Donahue) Commissioners
of the County
of Hampden.

COMMONWEALTH OF MASSACHUSETTS
Hampden, ss.

TO THE COUNTY COMMISSIONERS OF THE
COUNTY OF HAMPDEN:-

RESPECTFULLY REPRESENT the undersigned, Mayor and Board of Aldermen of the City of Springfield, in said County, that common convenience and necessity require that the way known as PARKER STREET in

Springfield, Mayor and Board of Aldermen of the City of, Petrs. for relocation, alterations and specific repairs on Parker Street and for aid.

Oct. Meeting 1938

the City of Springfield between Cooley Street in said Springfield to the boundary line between the City of Springfield and the Town of East Longmeadow, be relocated and that alterations be made in their course and width; and that said ways be specifically repaired by grading, resurfacing or hardening or otherwise repaired as may be necessary.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may make such relocation and alterations, and may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and City.

DATED this twenty-second day of August, 1938.

Roger L. Putnam
Mayor

Leonard M. Brown

Fred J. Brown

W. Lee Costigan

John P. Sullivan, Jr.

C. Irving Guyer

Fred E. Barker

Board of Aldermen of the City of
Springfield

The foregoing petition was entered on the 24th day of August 1938, and due proceedings having been had thereon, on the 14th day of December 1938, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting December 14, 1938

On the petition of the Mayor and Board of Aldermen of the City of Springfield for relocation, alterations and specific repairs on Parker Street and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the fourteenth day of September, A. D. 1938, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said hearing no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made: construction work beginning at about station 143+40 on Parker Street, at the junction of Cooley Street, and extending thence in a general southerly direction along Parker Street for a distance of about 5,842 feet to Station 201+82.35 at the East Longmeadow Town Line; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the City of Springfield a sum not to exceed FIFTEEN THOUSAND DOLLARS (\$15,000.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road shall be paid by the City of Springfield.

Charles W. Bray)County
 Edward J. Stapleton)Commissioners
 Francis M. O'Keefe)of the County
)of Hampden.
)Assoc. Commissioner.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT the undersigned, Mayor and Board of Aldermen of the City of Chicopee, in said County, that common convenience and necessity require that the highway leading from Chicopee to Willimansett and known as MEADOW STREET be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at Grattan Street and extend in a northerly direction for a distance of one thousand two hundred and seventy-eight (1278) feet more or less.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and City.

Dated this sixteenth day of September 1938

Anthony J. Stonina

Henry C. Gingras, Alderman
 James J. O'Connor "
 Thomas F. Robinson, City Engineer
 Edward Bourbeau, Supt. of Streets
 George H. Lewis, Alderman
 Thomas Moran "
 Frank H. York "
 John Moson "
 Thomas J. Grady "

George H. Miller, Alderman "
 Walter F. Szetela "
 Ernest Laflamme "
 Joseph Lafleur "
 Ernest Cote, "
 Thomas W. Chlosta "
 Rudolph Gaudette "
 Walter J. Trybulski "
 James J. Hendron "
 Chester W. Wojtowicz "

The foregoing petition was entered on the 21st day of September 1938, and due proceedings having been had thereon, on the 14th day of December 1938, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting December 14, 1938

On the petition of the Mayor and Board of Aldermen of the City of Chicopee for specific repairs on Meadow Street, the work to begin at Grattan Street and extend northerly for a distance of 1,278 feet more or less, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the thirteenth day of October, A. D. 1938, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made: to grade, surface with Class I bituminous concrete and otherwise improve about 1,278 feet of road in Chicopee, leading from Grattan Street to Chicopee Street, and being known as Meadow Street; the work to begin at Grattan Street, station 124+48, and extend in a northerly direction to station 137+26; these repairs to be made according to specifications set forth in

Chicopee, City of,
 Mayor and Board of
 Aldermen of the City
 for specific repairs
 on Meadow Street, the
 work to begin at
 Grattan Street and
 extend northerly for
 a distance of 1278
 feet more or less,
 and for aid.

agreement of the Department of Public Works-Division of Highways on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the City of Chicopee a sum not to exceed THREE THOUSAND FIVE HUNDRED DOLLARS (\$3,500.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road shall be paid by the City of Chicopee.

Thos. J. Costello)County
Edward J. Stapleton)Commissioners
Francis M. O'Keefe)of the County
)of Hampden.
)Assoc. Commissioner

Westfield, Inhabitants
of the City of, Petrs.
for re-location of
northerly line of
Pontoosic Road from
its intersection with
the Feeding Hills
Road as far as the
Springfield Pipe Line.

To the Honorable Board of County Commissioners in and for the County of Hampden:

Respectfully represent the undersigned, inhabitants of the City of Westfield that common convenience and necessity require that the north-erly line of Pontoosic Road be re-located from its intersection with the Feeding Hills Road as far as the Springfield Pipe Line.

Westfield, Mass., October 5, 1938.

Harold O. Loud
Lillian V. Loud
Lynn F. Tanner
Eina M. Tanner
Lucy T. Sherman
Harry O. Sherman

The foregoing petition was entered on the 15th day of October 1938, and due proceedings having been had thereon, on the 30th day of November 1938, said Commissioners file the following Relocation Report, to wit:

COMMONWEALTH OF MASSACHUSETTS

HAMPDEN, ss. County Commissioners' Meeting November 30, 1938

On the Petition of the Inhabitants of the City of Westfield praying for a highway to be re-located (northerly line of Pontoosic Road from its intersection with the Feeding Hills Road as far as the Springfield Pipe Line) in Westfield. It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said County Commissioners did, on the sixteenth day of November A. D. 1938, view said highway, and hear all parties interested, and did adjudge that common convenience and necessity required that the said highway should be relocated.

And at the time of said view, no person interested having objected, after adjudicating as aforesaid, said Commissioners now re-locate said highway in the manner following:

Commencing at a stone monument in the northerly line of land of the City of Springfield, taken by the Board of Water Commissioners October 26, 1908, and in the easterly line of said Pontoosic Road; thence on a curve to the right of radius 557.35 feet, 189.57 feet to a stone monument; thence N. 23° 29' 30" E. 164.00 feet to a stone monument;

thence on a curve to the left of radius 234.41 feet, 188.40 feet to a stone monument, the last three courses being along land supposed to belong to Lillian V. Loud; thence N. 22° 33' 30" W. along land of said Loud and land supposed to belong to Lynn F. & Nine M. Tanner and Lucy W. Sherman 184.00 feet to a stone monument; thence on a curve to the right of radius 743.00 feet along land of said Lucy W. Sherman and land supposed to belong to Lucy W. Tanner 184.79 feet to a stone monument; thence N. 8° 18' 30" W. 155.82 feet to a stone monument; thence N. 31° 24' E. 122.91 feet to a stone monument supposed to be in the southerly line of the Feeding Hills Road, so-called, the last two courses being along land supposed to belong to said Lucy W. Tanner.

The relocation does not involve the taking of any land by Eminent Domain.

Any improvement of said way shall be made at the expense of the City of Westfield.

Any legal damages sustained by any abutter shall be paid by said City.

Charles W. Bray	) County
Margaret V. Donahue	) Commissioners
Francis M. O'Keefe	) Assoc. Commissioner

HAMPDEN, ss. County Commissioners' Meeting November 30, 1938

The foregoing report is filed and accepted, and thereupon it is ordered that the same be recorded; that the said road may be known as a public highway forever.

Attest: Charles M. Calhoun, Clerk.

To the Honorable Board of County Commissioners in and for the County of Hampden:

Respectfully represent the undersigned, inhabitants of the City of Westfield, in said County, that common convenience and necessity require that the southerly line of Kelly Hill Road so-called be re-located from its intersection with the Feeding Hills Road as far as a stone monument at land of George E. Shepard.

Westfield, Mass. October 5, 1938

Harold O. Loud
Lillian W. Loud
Lynn F. Tanner
Nina M. Tanner
Lucy T. Sherman
Harry O. Sherman

Westfield, Inhabitants of the City of, Petrs. for re-location of southerly line of Kelly Hill Road from its intersection with Feeding Hills Road as far as a stone monument at land of George E. Shepard.

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Plan in Book 11,
Page 16.

The foregoing petition was entered on the 15th day of October 1938, and due proceedings having been had thereon, on the 30th day of November 1938, said Commissioners file the following Relocation Report, to wit:

Oct. Meeting 1938

COMMONWEALTH OF MASSACHUSETTS

HAMPDEN, ss. County Commissioners' Meeting November 30, 1938

On the Petition of the Inhabitants of the City of Westfield praying for a highway to be relocated (southerly line of Kelly Hill Road from its intersection with the Feeding Hills Road as far as a stone monument at land of George E. Shepard) in Westfield. It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said County Commissioners did, on the sixteenth day of November A. D. 1938, view said highway, and hear all parties interested, and did adjudge that common convenience and necessity required that said highway should be relocated.

And at the time of said view, no person interested having objected, after adjudicating as aforesaid, said Commissioners now relocate said highway in the manner following:

Commencing at a stone monument at the intersection of the easterly line of Pontoosic Road and the southerly line of Feeding Hills Road, same stone monument being the last monument mentioned in description of Pontoosic Road as relocated this date; thence N. 59° 48' 45" E. along land supposed to belong to Lucy W. Tanner and Lynn F. & Nina M. Tanner 118.42 feet to a stone monument; thence on a curve to the right of radius 59.72 feet, 59.48 feet to a stone monument; thence S. 63° 07' 15" E. 100.61 feet to a stone monument; thence on a curve to the left of radius 727.99 feet, 201.33 feet to a stone monument, the last three courses being along land of said Lynn F. & Nina M. Tanner; thence S. 78° 57' 30" E. along land of said Tanner and land supposed to belong to Lillian V. Loud 118.68 feet to a stone monument; thence on a curve to the right of radius 1078.39 feet along land of said Loud 199.43 feet to a stone monument; thence S. 68° 21' 30" E. along land of said Loud and land supposed to belong to John & Josephine Olsen 89.62 feet to a stone monument; thence on a curve to the left of radius 505.03 feet along land of said Olsen 178.38 feet to a stone monument at land of George E. Shepard Estate and John Barnes. The last mentioned stone monument also being in the southerly line of said Kelly Hill Road, so-called, as laid out by the County Commissioners April 15, 1879 and recorded in Book 10, page 39.

The relocation does not involve the taking of any land by Eminent Domain.

Any improvement of said way shall be made at the expense of the City of Westfield.

Any legal damages sustained by any abutter shall be paid by said City.

Charles W. Bray
Margaret V. Donahue } County Commissioners
Francis M. O'Keefe } Assoc. Commissioner

HAMPDEN, ss. County Commissioners' Meeting November 30, 1938

The foregoing report is filed and accepted, and thereupon it is ordered that the same be recorded; that the said road may be known as a public highway forever.

Attest: Charles M. Calhoun, Clerk.

Oct. Meeting 1938

October 19, 1938	Order to arrest Luke Smith of Springfield, holder of a release on parole.	<u>Order to Arrest</u>
	Order to arrest Joseph St. Jacques of Springfield, holder of a release on parole.	<u>Order to Arrest</u>
October 25, 1938	Order passed by Board of Aldermen and approved by Mayor changing name of highway known as Cottage Street, from Roosevelt Avenue to the location of the Boston and Albany Railroad, to Storms Court.	<u>Order Changing Name of Highway</u>
October 26, 1938	Ordered, that the sum of \$1780.26 which is balance of County's proportion of cost of work done on Converse Street be paid from County Treasury to Town of Longmeadow. Agreement No. 6174 - Case No. 81 - 1937.	<u>Order</u>
	Order to arrest Michael McNulty of Holyoke, holder of a release on parole.	<u>Order to Arrest</u>
November 2, 1938	Order to arrest Hugh F. Kennedy of Holyoke, holder of a release on parole.	<u>Order to Arrest</u>
November 8, 1938	Ordered, County Treasurer authorized and directed to pay \$236.58 to Town of Chester on acct. of County's proportion of cost of work done on Middlefield, Chester Hill and East River Roads.	<u>Order</u>
November 10, 1938	Voted to ask approval of Board composed of the Attorney General, the State Treasurer and the Director of Accounts to borrow \$6,000. for the purpose of repairing damages due to flood conditions at the Hampden County Jail, under authority of Ch 35, Sec. 36A General Laws.	<u>Voted to Ask Approval of Board to Borrow Money.</u>
November 16, 1938	Ordered, County Treasurer authorized and directed to pay \$900.00 to Town of Brimfield on acct. of County's proportion of cost of work done on Brookfield Road.	<u>Orders</u>
	Ordered, County Treasurer authorized and directed to pay \$500.00 to the Town of Monson on acct. of County's proportion of cost of work done on Main Street (Route #32).	
November 17, 1938	Voted to promote Patrick H. Shea, janitor in the Hampden County Court House, to Assistant Superintendent, which is the position left vacant by the retirement of George E. Maxwell, at a salary of \$1,740. per year, commencing December 1, 1938.	<u>Promotion of Patrick H. Shea to Asst. Supt.</u>
November 23, 1938	Ordered that the sum of \$799.79 be paid from County Treasury to Town of East Longmeadow for work done on West Chestnut Street. Case No. 12 - 1938.	<u>Orders</u>
	Ordered, that the sum of \$400.00 be paid from County Treasury to Town of East Longmeadow for work done on Porter Road and Mapleshade Avenue. Case No. 13 - 1938.	
	Ordered that the sum of \$999.90 be paid from County Treasury to Town of Granville for work done on Main Road. Case No. 35 - 1938.	
	Ordered that the sum of \$250.00 be paid from County Treasury to Town of Hampden for work done on Allen Street, Main Street and North Monson Road. Case No. 10 - 1938.	

Oct. Meeting 1938

Orders

November 23, 1938

Ordered that the sum of \$299.98 which is balance of County's proportion of cost of work done on Red Bridge Road and Thorndike St., be paid from County Treasury to Town of Palmer. Case No. 79 - 1937.

Ordered, County Treasurer authorized and directed to pay sum of \$1,887.97 to the Town of West Springfield on acct. of County's proportion of cost of work done on Elm St. Case No. 53 - 1938.

Ordered that the sum of \$347.08 be paid from County Treasury to Town of Wilbraham for work done on South Main Street.

Voted to Award
Contract in re.
Buick Sedan.

Voted, to award contract to furnish to the County an eight cylinder Buick, 1939 Model 90, seven passenger four door Sedan, to the SPRINGFIELD BUICK COMPANY for the sum of \$2,100.00, which includes the 1933 Buick Sedan taken in trade from the County of Hampden as a part of the purchase price, in accordance with their bid and the adv. of the County Comms.

Salary Increase
Fred A. Bearse.

Voted that the salary of Fred A. Bearse, Head Clerk in the County Treasurer's Office, be increased from \$2,760. to \$3,200. commencing July 1, 1938.

Authorization to
Borrow Money

November 25, 1938

Ordered, County Treasurer authorized to borrow \$6,000. for the purpose of repairing damage due to flood conditions at the Hampden County Jail, under authority of Ch 35 Sec 36A of the G.L. and in accordance with Sec 2 of said Ch 35 of the G.L.

Promotion of
Grace L.M. Gainley

December 7, 1938

Voted to promote Grace L. M. Gainley, Assistant Law Librarian in the Hampden County Court House, to Law Librarian, which is the position left vacant by the retirement of Claribel H. Smith, at a salary of \$2,640.00 per year, commencing December 1, 1938.

Westfield State
Sanatorium
Account

Ordered, that the amount charged County of Hampden by the Commonwealth of Massachusetts, State Sanatorium, Westfield, under contract, be charged in full to the cities and towns in the hospital district, also ORDERED that the County Treasurer of County of Hampden pay to the Commonwealth of Massachusetts, \$15,301. on the Sanatorium account.

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss:

County Commissioners' Meeting Dec. 7, 1938

ORDERED: That the amount charged the County of Hampden by the Commonwealth of Massachusetts, State Sanatorium at Westfield, Massachusetts, under contract under the provisions of the General Laws, Chapter 111, Section 85, as amended by the Acts of 1936, Chapter 145, be charged in full to the Cities and Towns in the hospital district as follows:

Agawam	227.50
Chester	95.00
Chicopee	4031.00
Holyoke	5735.00
Ludlow	1365.00
Monson	227.50
Palmer	950.00
Westfield	1212.50
West Springfield	937.50

Wilbraham 520.00
\$15301.00

Said amounts to be paid to the County Treasurer of the County of Hampden or or before December 31, 1938. It is also ordered that the County Treasurer of the County of Hampden pay to the Commonwealth of Massachusetts the sum of Fifteen Thousand Three Hundred and One Dollars (\$15,301.00) on the Sanatorium account.

Thos. J. Costello)
)County
Charles W. Bray)Commissioners
)of the County
Margaret V. Donahue)of Hampden.

December 7, 1938

Ordered, County Treasurer authorized and directed to pay sum of \$105.88 to Town of Brimfield on acct. of County's proportion of cost of work done on Holland, Warren and Brookfield Roads. Case No. 29 - 1938.

Ordered, County Treasurer authorized and directed to pay sum of \$113.08 to Town of Monson on account of County's proportion of cost of work done on State Avenue, Wales Road and Main Street. Case No. 47 - 1938.

Ordered, County Treasurer authorized and directed to pay sum of \$103.96 to Town of Palmer on acct. of County's proportion of cost of work done on Belchertown, Thorndike, Forest Lake, & Bondsville Roads, Park, Bridge and North Main Streets and Whipple Bridge approaches. Case No. 19 - 1938.

Ordered, County Treasurer authorized and directed to pay sum of \$1,100.70 to Town of West Springfield on acct. of County's proportion of cost of work done on Elm Street. Case No. 53 - 1938.

The copies of the records of votes for Register of Deeds for the County of Hampden being examined and counted, it appears that C. Wesley Hale of Springfield has Sixty-Two Thousand Two Hundred Eighty votes; Timothy J. Sullivan, Jr., of Springfield has Sixty Thousand Two Hundred Seventy-Four votes; Roswell J. Powers of Springfield has Two Hundred and Five votes; Timothy J. Sullivan of Springfield has One Hundred and Eighty-Nine votes; Roswell Powers of Springfield has One Hundred and Five votes; Powers, Roswell J. of Springfield has Six votes; Roswell Powers of (not stated) has One vote; Roswell G. Powers of has Ten votes; Roswell Powell of Springfield has Three votes; Roswell Powers of has Two votes; Roswell Powers of - - has Two Hundred Fifty-Five votes; Roswell J Powers of 9 Chestnut St. has Three votes; Roswell J Powers of 9 Cliftwood St., Springfield has Thirty-Five votes; Russell Powers of - - has Thirteen votes; Roswell J Powers of - - has One Hundred Fifty-Three votes; Roswell J Powers Jr. of Spfld. has Seventeen votes; Roswell J Powers of Spfld., had has Fourteen votes; Roswell J. Powers of Springfield, Mass. has Twenty-Two votes; Rosewell Powers of - - has Seven votes; Powers Roswell of - - has One vote; Roswell J Powers of has Three votes; Timothy J. Sullivan of Springfield has One Hundred and Forty-Two votes.

The said C. Wesley Hale of Springfield having the highest number of votes is declared to be elected.

C. WESLEY HALE, elected Register of Deeds, appeared before the Board and was duly sworn. His bond was fixed at Four Thousand Dollars, and was filed and approved, the Surety being the Maryland Casualty Company.

Orders

Copies of the
Records of Votes
for
Register of Deeds

C. Wesley Hale
elected Register
of Deeds.

Oct. Meeting 1938

Appointment
Harriet L. Jordan

December 14, 1938

Copy of appointment of Harriet L. Jordan as Assistant Register of Deeds, County of Hampden, made by C. Wesley Hale, Register.

Harriet L. Jordan
Qualified.

Harriet L. Jordan qualified as Assistant Register of Deeds, County of Hampden.

Appointment
Susan C. McKenna

Copy of appointment of Susan C. McKenna as Second assistant Register of Deeds, County of Hampden, made by C. Wesley Hale, Register.

Susan C. McKenna
Qualified

Susan C. McKenna qualified as Second Assistant Register of Deeds, County of Hampden.

Order to arrest

Order to arrest Allan Thompson of Ludlow, holder of a release on parole.

Order to arrest

Order to arrest Carlisle J. Race of Springfield, holder of a release on parole.

Voted to Increase
Salaries

December 21, 1938

Voted, to increase salary of Leonard Carulli, Blanche Sherry and Mary G. Manning, employees at the Jail, commencing December 1, 1938.

Orders

Ordered that the sum of \$1,249.27 be paid from County Treasury to Town of Agawam for work done on Springfield Street.

Ordered that the sum of \$1,000. be paid from County Treasury to Town of Hampden for work done on Main Street.

Ordered, County Treasurer authorized and directed to pay sum of \$1,700. to Town of Hampden on acct. of County's proportion of cost of work done on Glendale Road.

Ordered, County Treasurer authorized and directed to pay sum of \$1,500. to Town of Monson on acct. of County's proportion of cost of work done on Main Road.

Ordered, County Treasurer authorized and directed to pay sum of \$655.43 to Town of Palmer on acct. of County's proportion of cost of work done on bridge over the Ware River. (Dutton Bridge)

Ordered that the sum of \$425. be paid from County Treasury to Town of Wilbraham for work done on East Longmeadow Road.

Order to Arrest
Revoked.

December 23, 1938

Ordered that the order to arrest Joseph St. Jacques of Springfield, holder of release on parole, issued October 19, 1938, is hereby revoked.

Damages Done
By Dogs

Land Damages

Oct. Meeting 1938

Sundry Accounts

Sundry Accounts being presented, are allowed, and the same amounting
to the sum of

December 23, 1938

Hampden, ss:

Judgment is entered up according to reports etc. and
all matters not acted upon are ordered to be continued and this meeting
is adjourned without day.

Attest:

CLERK.



HALL OF JUSTICE
50 STATE STREET
SPRINGFIELD, MA 01103-2021

The Commonwealth of Massachusetts

COUNTY OF HAMPDEN

REGISTER OF DEEDS

DONALD E. ASHE

TELEPHONE
(413) 755-1722 / 784-0479
FAX (413) 731-8190

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intentionally left blank

The Commonwealth of Massachusetts

Hampden, ss:

At a meeting of the County Commissioners begun and holden at Springfield, within and for said County of Hampden, on the fourth Tuesday of December, being the twenty-seventh day of said month, and by adjournment on the twenty-eighth day of December, in the year of our Lord One Thousand Nine Hundred and Thirty-Eight.

Present:

Thomas J. Costello, Esquire, Chairman	} County Commissioners
Charles W. Bray, Esquire	
Edward J. Stapleton, Esquire	

And by adjournment on the fourth day of January and from time to time to the fifty day of April in the year of our Lord One Thousand Nine Hundred and Thirty-Nine.

Present:

Charles W. Bray, Esquire, Chairman	} County Commissioners
Thomas J. Costello, Esquire	
Edward J. Stapleton, Esquire	

Edward J. Stapleton, of Holyoke, having been declared by the Board of Examiners elected County Commissioner, for the term of two years (unexpired term of Maurice G. Donahue) and having been duly sworn, appears on said fourth day of January, and the Board, consisting of Charles W. Bray, Thomas J. Costello and Edward J. Stapleton, Esquires, proceed to the choice of a chairman. The whole number of votes cast is three, and Charles W. Bray, Esquire, is chosen unanimously Chairman of the Board for the year ensuing.

Ludlow, Citizens of the Town of, Petrs. for relocation of Northern boundary of East Street beginning at a point in the intersection of said East St and Chestnut St and continuing easterly on said East St to the intersection of East and Sewall Streets.

Petition for Relocation of East Street
Town of Ludlow, Hampden County, Massachusetts.

To the Honorable County Commissioners of the County of Hampden,
Commonwealth of Massachusetts:

The undersigned Robert M. Mackintosh, Raymond L. Warren, Aldie J. Latourneau, Selectmen of the Town of Ludlow, and Sydney Ingham, David B. Miller and Gertrude A. Leith, all citizens of said Town of Ludlow, respectfully represent, that the location of East Street in said Town of Ludlow, beginning at a point in the intersection of said East Street and Chestnut Street and continuing easterly on said East Street to the intersection of East and Sewall Streets is uncertain and generally needs revision. We therefore pray you to view said East Street, and relocate the NORTHERN boundary of the same, as in your judgment the public necessity and common convenience may require.

Robert M. Mackintosh
Aldie J. Latourneau
Raymond L. Warren
Sydney Ingham
David B. Miller
Gertrude A. Leith

Ludlow May 25, 1938.

Dec. Meeting 1938

The foregoing petition was entered on the 17th day of June 1938, and due proceedings having been had thereon, on the 4th day of January 1939, said Commissioners file the following Relocation Report, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting January 4, 1939

On the petition of the Citizens of the Town of Ludlow for relocation of Northern boundary of East Street beginning at a point in the intersection of said East St. and Chestnut St. and continuing easterly on said East St to the intersection of East and Sewall Streets.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said County Commissioners did, on the ninth day of August, A. D. 1938, view said highway, and hear all parties interested, and did adjudge that common convenience and necessity required that said highway should be relocated. And at the time of said view, no person interested having objected, after adjudicating as aforesaid, said Commissioners now relocate said highway in the manner following:

Description of the Northerly Boundary Line of East Street,
between Chestnut and Sewall Streets, Ludlow, Massachusetts.

Beginning at a stone bound at the intersection of the Westerly line of Chestnut Street and the Northerly line of East Street, thence running S. 57° -11' E. 25.11 feet to a point at the intersection of said Northerly line of East Street and the center line of said Chestnut Street, thence running S. 59° -26' E. 25.04 feet to a drill hole in the sidewalk at the intersection of said Northerly line of East Street and the Easterly line of said Chestnut Street; thence continuing S. 59° -26' E. 159.36 feet to a drill hole in the sidewalk; thence running Easterly in a curve to the left, said curve having a radius of 451.28 feet, 116.84 feet to a drill hole in the sidewalk, said point being at the intersection of said Northerly line of East Street and the Westerly line of Sewall Street, thence continuing along said curve to the left 68.78 feet to a stone bound at the intersection of said Northerly line of East Street and the Easterly line of said Sewall Street, thence running S. 83° E. 42.20 feet to a stone bound the existing Northerly line of said East Street.

Plan of relocation is filed in the Clerk of Courts' Office, Court House, the Hampden County Registry of Deeds, and Town Clerk's Office, Ludlow, and is entitled:

East St. line
Northerly Side Between
Chestnut & Sewall Sts
Ludlow, Mass.
Established By
County Commissioners
December 1938 Scale: 1" = 40'

P. L. Wood, Engr.

The relocation does not involve the taking of land by Eminent Domain.

Any improvement of said way shall be made at the expense of the Town of Ludlow. Any legal damages sustained by any abutter shall be paid by said Town.

Charles W. Bray)
Thos. J. Costello) County
Edward J. Stapleton) Commissioners
of the County
of Hampden

Hampden, ss. COUNTY COMMISSIONERS' MEETING January 4, 1939

The foregoing report is filed and accepted, and thereupon it is ordered that the same be recorded; that the said road may be known as a public highway forever.

Attest: Charles M. Calhoun, Clerk.

Holland, Selectmen of the Town of, Petrs. for specific repairs on Mashapaug Road, the work to begin at about station 201 and extend northerly for a distance of 2500 feet more or less, and for aid.

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TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT the undersigned, Selectmen of the Town of HOLLAND in said County, that common convenience and necessity require that the highway leading from Holland to Mashapaug and known as Mashapaug Rd. be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at about Station 201 and extend in a northerly direction for a distance of 2500 feet more or less.

WHEREFOR your petitioners pray that your Honorable Board after notice, view and hearing, may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this 20th day of June 1938.

Walter F. Cummings

Arthur R. Phenner

SELECTMEN OF THE TOWN OF HOLLAND

The foregoing petition was entered on the 22nd day of June 1938, and due proceedings having been had thereon, on the 28th day of December 1938, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting December 28, 1938

On the petition of the Selectmen of the Town of Holland for specific repairs on Mashapaug Road, the work to begin at about station 201 and extend northerly for a distance of 2500 feet more or less, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the ninth day of August of August, A. D. 1938, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made: to grade, surface with gravel and tar mixed in place and otherwise improve about 3200

feet of road in Holland, leading from Union, Connecticut, and being known as the Mashapaug Road; the work to begin at the end of the section of said road improved in 1937, station 234, and extend northerly to station 202; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Holland such sum or sums expended from the allotment of the County of THREE THOUSAND SIX HUNDRED DOLLARS (\$3,600.) as called for on certificates from the State Department of Public Works, towards the repairing of this highway, and to transfer the balance for the replacement of roads damages by the storm of September 21, 1938.

All damages sustained by any person by reason of said repairs on this highway shall be paid by the Town of Holland.

Charles W. Bray)
Thos. J. Costello) County
Edward J. Stapleton) Commissioners
of the County
of Hampden.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT the undersigned, Selectmen of the Town of Wales in said County, that common convenience and necessity require that the highway leading from Monson to Wales and known as Wales-Monson Road be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at end of 1937 construction and extend in an easterly direction for a distance of 1000 feet more or less.

WHEREFOR your petitioners pray that your Honorable Board after notice, view and hearing, may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this 24th day of June 1938.

Frank A. Johnson

Albert F. Premo

Everett A. Gray

SELECTMEN OF THE TOWN OF WALES

The foregoing petition was entered on the 27th day of June 1938, and due proceedings having been had thereon, the following Final Decree was filed on December 28, 1938; and Order to Amend Decree of December 28, 1938, was filed on May 8, 1940, to wit:

FINAL DECREE

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting December 28, 1938

On the petition of the Selectmen of the Town of Wales for specific repairs on Wales-Monson Road, the work to begin at end of 1937 construction and extend easterly for a distance of 1000 feet more or less, and for aid.

Wales, Selectmen of the Town of, Petrs. for specific repairs on Wales-Monson Road, the work to begin at end of 1937 construction and extend easterly for a distance of 1000 feet more or less, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the ninth day of August, A. D. 1938, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made: to grade, surface with gravel and tar mixed in place and otherwise improve about 1,000 feet of road in Wales, leading to Monson, and being known as the Monson Road; the work to begin at the end of the section of said road improved in 1937, station 147, and extend in an easterly direction to station 157+00; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Wales a sum not to exceed SIX HUNDRED TWENTY-FIVE DOLLARS (\$625.) towards the repairing of this highway. The County of Hampden shall pay a sum not exceeding THREE HUNDRED SEVENTY-FIVE DOLLARS (\$375.) to be used in repairing the damage on roads caused by the hurricane-flood of September 1938, said repairs to be made as an emergency measure.

All damages sustained by any person by reason of said repairs on this highway shall be paid by the Town of Wales.

Charles W. Bray)
Thos. J. Costello) County
Edward J. Stapleton) Commissioners
of the County
of Hampden

ORDER TO AMEND DECREE OF DECEMBER 28, 1938

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting May 8, 1940

In the matter of the petition of the Selectmen of the Town of Wales for specific repairs on Wales-Monson Road, the work to begin at end of 1937 construction and extend easterly for a distance of 1000 feet more or less, and for aid.

It having been made to appear to the County Commissioners that the aforesaid specific repairs have been made according to District Highway Engineer's Certificate of Completion of Work, these repairs being made in a workmanlike manner and to the acceptance of said Commissioners.

And, it further appearing that the balance of the County's proportion of cost of work done on said highway is \$92.40 which together with sums already paid to the Town of Wales makes a total of \$627.40.

And, Whereas, in the decree of the County Commissioners dated December 28, 1938, a sum not to exceed \$625.00 was decreed for this work, it is hereby ORDERED to amend the aforesaid decree of December 28, 1938 by substituting in place of \$625.00 the sum of \$627.40.

Charles W. Bray
Edward J. Stapleton
Thos. J. Costello

COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN.

November 7, 1938

To the County Commissioners of Hampden.

Respectfully represent the undersigned Selectmen of Holland, in said County, that common convenience and necessity require immediate repair and replacement of all roads in said Town.

Holland, Selectmen
of, Petrs. for
repair and replace-
ment of all roads
in said Town, and
for aid.

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Wherefore, your petitioners pray that your Honorable Board, after notice, view and hearing, may transfer such funds as you may deem advisable, for the repair of said highways and contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this Seventh day of November 1938.

Walter F. Cummings Selectmen
Arthur R. Phenner of
M. Henry Sichel Holland

Nov. 15, 1938

County Commissioners of Hampden,
Thomas J. Costello, Chairman,
Springfield, Massachusetts.

Gentlemen:

In reference to your letter of November 9th, asking for additional date relative to our petition of an earlier date, I am herewith forwarding the names of the roads and the mileage of which we desire to repair:

Name	Miles	Name	Miles
Sturbridge	2.07	May Brook	1.27
Gardner	0.46	Union	1.75
Brimfield	1.98	South Wales	2.01
Mashapaugh	2.98	Marcy	1.26
Butterworth	1.43	Stafford	2.25
Vinton	1.23	Wales	1.66
Lead Mine	1.12	Bennett Lane	0.18
Sand Hill	0.20	Hisgen	0.50
East Brimfield	1.97	North Wales	0.72
Pond Bridge	0.55	Polly	0.70
Dug Hill	0.91	Morse	0.69
Cross	0.31	Pond	0.97
Alexander	0.68	Allen Hill	0.92
Barney	0.44	Pine Grove	0.19
Blodgett	0.52	Old Mashapaugh	0.16

Trusting the above is the information you wish, and that we may have early action in the request, I am

Very truly yours,

Walter F. Cummings

Chairman, Selectmen.

The foregoing petition was entered on the 18th day of November 1938, and due proceedings having been had thereon, on the 28th day of December 1938, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting December 28, 1938

On the petition of the Selectmen of Holland for repair and replacement of all roads in said Town, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the fourteenth day of December, A. D. 1938, hear all parties interested and did adjudge that specific repairs should be made. At the time of said hearing no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made: to scrape roadway and clean gutters; to cut and remove trees, stumps and brush; to fill washouts with field stone and gravel; to relay and repair culverts; to open ditches and waterways; according to letter dated December 27, 1938 from M. J. Dalton, District Highway Engineer, Department of Public Works, District #3 - 476 Main Street, Worcester, Mass. The above work to be done on the following roads:

Sturbridge	East Brimfield	Stafford
Gardner	Pond Bridge	Wales
Brimfield	Dug Hill	Hiegen
Mashapaug	Maybrook	North Wales
Butterworth	Union	Cross
Vinton	South Wales	Alexander
Leno	Marcy	Lewis Blodgett

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Holland a sum not exceeding the balance expended from the Chapter 90 allotment of the County of Three Thousand Six Hundred Dollars (\$3,600.) on the Mashapaug Road, as called for on certificates from the State Department of Public Works, towards the repairing of these highways.

All damages sustained by any person by reason of said repairs on these highways shall be paid by the Town of Holland.

Charles W. Bray)
Thos. J. Costello) County
Edward J. Stapleton) Commissioners
of the County
of Hampden

COMMONWEALTH OF MASSACHUSETTS

HAMPDEN, SS.

TO THE HONORABLE BOARD OF COUNTY COMMISSIONERS FOR THE COUNTY OF HAMPDEN:-

Respectfully represents The New York Central Railroad Company, Lessee of the Boston & Albany Railroad, that a highway in the town of West Springfield, county of Hampden, known as Park Street, crosses under the location and tracks of the Boston & Albany Railroad just westerly of Baldwin Street; that said highway no longer serves the public, but only serves land owned by the Helen M. Worthy Estate; that common convenience and necessity require the discontinuance of that portion of said Park Street extending from the northeasterly side line

The New York Central Railroad Company, lessee of the Boston & Albany Railroad, Petrs. for discontinuance of that portion of Park Street in the Town of West Springfield extending from the northeasterly side line of the location of said B&A RR southwesterly and westerly to the end of the layout of said highway.

of the location of said Boston & Albany Railroad southwesterly and westerly to the end of the layout of said highway.

WHEREFORE, your Petitioner prays that this Honorable Board will discontinue that portion of said Park Street extending southwesterly and westerly from the northeasterly side line of location of the Boston & Albany Railroad.

THE NEW YORK CENTRAL RAILROAD COMPANY,
Lessee of the Boston & Albany Railroad,

By

Geo. H. Fernald, Jr.
Counsel.

The foregoing petition was entered on the 1st day of December 1938, and due proceedings having been had thereon, on the 8th day of February 1939, said Commissioners file the following Discontinuance Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting February 8, 1939

On the petition of the New York Central Railroad Company, lessee of the Boston & Albany Railroad for discontinuance of that portion of Park Street in the Town of West Springfield extending from the northeasterly side line of the location of said B & A Railroad southwesterly and westerly to the end of the layout of said highway.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said County Commissioners did, on the fourth day of January, A. D. 1939, view said highway and hear all parties interested, and did adjudge that common convenience and necessity requires that said highway should be discontinued.

And now said Commissioners ORDER AND DECREE that said highway be, and the same is, hereby discontinued, in the manner following:

That portion of Park Street beginning at the intersection of the southeasterly line of Park Street with the northerly location line of the Boston & Albany Railroad; thence running southwesterly along the southeasterly line of Park Street across said location of the Boston & Albany Railroad; thence from the southwesterly line of said railroad location by a curve to the right westerly to the end of the highway; thence turning and running northerly by the end of the highway to the northerly line of said highway; thence turning and running easterly and northeasterly by said highway line, which is parallel to the lines hereinbefore described, to the said northerly location line of the railroad; thence easterly by said northerly location line of said railroad to the point of beginning: being all that portion of Park Street southwesterly and southerly of the northerly location line of the Boston & Albany Railroad.

No damages having been claimed, none are awarded.

All damages sustained by reason of the discontinuance of said road shall be paid by the New York Central Railroad Company,

lessee of the Boston & Albany Railroad.

Charles W. Bray)
Thos. J. Costello) County
Edward J. Stapleton) Commissioners
of the County
of Hampden

City of Springfield,
Mass., Board of Water
Commissioners, Petrs.
for approval of plan
of the re-built
section of the Cherry
Valley Dam at Ludlow
Reservoir.

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Plan in Book 11,
Page 29.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

In accordance with Chapter 253 Section 44 of the General
Laws of Massachusetts, we submit herewith a plan of the re-built sec-
tion of the Cherry Valley Dam at Ludlow Reservoir. This is a rolled
embankment structure, and is located in the town of Ludlow, Mass:

8989 - Plan Showing Repairs to Cherry Valley Dam

After September Flood - 1938.

We respectfully request your approval of this plan.

City of Springfield, Mass.,
Board of Water Commissioners

By Elbert E. Lochridge
Chief Engineer.

February 7, 1939.

The foregoing petition was entered on the 8th day of February 1939, and
due proceedings having been had thereon, the following Specifications
were filed on February 8, 1939; Report of Engineer was filed on March
6, 1939; and Final Decree was filed on March 22, 1939, to wit:

Specifications to Accompany Plan of Re-built Section of
Cherry Valley Dam at Ludlow Reservoir

Springfield Water Works, Ludlow, Mass.

All of the slumped material of the dam which had moved to any
extent was removed from the dam. Excavation downstream and outside of
the original dam was carried below the level of the old structure.
This outside area was filled and thoroughly rolled with a very good
grade of gravel with a berm about 15 feet high, downstream from the old
toe. From the top of this new structure upward to a point opposite
the flow line, a new slope of 2-1/2 to 1 (replacing 2 to 1) was con-
structed outside of the old fill. All fill which could be removed was
taken from the site and the gravel cut back into the unaffected portion
of the dam and thoroughly joined to the old work. All passages for
water beneath the dam, including the drain pipe, were thoroughly grouted
and filled with concrete, as were, also, the interstices between the
rocks which surrounded this pipe as far as they could be reached. The
top of the dam was given a one-foot layer of fill in order to restore
or increase its height above the flow line. Over 10,000 cubic yards
of new material were used in the reconstruction.

HAMPDEN COUNTY
APPROVED
Mar. 22, 1939
Charles W. Bray
Thos. J. Costello
Edward J. Stapleton
County Commissioners

February 7, 1939.

REPORT OF ENGINEER

March 3, 1939

The Hon. The Board of County Commissioners
Hampden County, Court House
Springfield, Mass.

Charles W. Bray, Chairman,

Dear Sir:

In accordance with your instructions, I have examined the plans and specifications filed with the County by the City of Springfield Water Department, showing the repairs which were made at the Cherry Valley Dam after the flood of September last, and report as follows:

The Cherry Valley Dam is located on a tributary of Higher Brook in the Town of Ludlow, and forms the Ludlow Reservoir, which is one of the sources of the Springfield water supply. The Ludlow Reservoir covers about 450 acres, and has a total drainage area contributory, including Jabish Brook, which is diverted into the reservoir by a long canal, of twenty-one square miles.

The dam, which was built in 1874, is an eartham embankment about thirteen hundred feet in length, forty feet in maximum height, and twenty-five feet in width on top, with slopes of 1 on 2 both upstream and downstream. The entire upstream slope was paved with rubble stone, and the top and downstream slope loamed and grassed. Through the center of the dam there is a core wall of rubble stone masonry laid in mortar, 18 inches in thickness, extending from the foundations up to within about three feet of the top of the dam, and a fifty-four inch diameter iron pipe conduit is laid through the downstream slope parallel with the length of the dam, to connect the ends of the Broad Brook feeder canal at each end of the dam. There is also a twenty inch diameter iron drain pipe extending through the lowest part of the dam near its center. The spillway attached is a masonry structure 34 feet in length, located in the solid ledge rock at the South end of the dam.

In the hurricane-flood of September last it appears that the vicinity of Ludlow received a greater rainfall than any other part of Hampden County. According to the rain guage maintained by the Springfield Water Department at the Ludlow Reservoir, a total of 12.69 inches of rain fell in the five day period from Sept. 17th-21st, inclusive.

The resulting high flood flow produced by this storm did not cause any direct damage at the Ludlow Reservoir to the dam, since the overflow or spillway was of ample capacity. During the storm, however, a slump or slide occurred in the surface of the downstream embankment, at a point some 200 feet northerly from the spillway. This slide probably resulted from the saturation of the embankment material by the continual rain falling directly upon it, and being considered serious enough to demand immediate attention, the work of repairing the damage done was begun at once.

The repair work was inspected during its progress, and as shown by the plan and specifications filed, it consisted of strengthening the whole dam by the placing of a heavy gravel fill on the down-

stream slope extending from the toe of the structure up to within 6 feet of its top. This new gravel fill has been placed so as to make a flatter downstream slope, that is, a slope of 1 on 2-1/2 instead of the original slope of 1 on 2. It is provided with two berms ten feet in width, one near the toe of the dam and the other near its top, and the entire surface of the new slope has been covered with stone rip-rap.

Along the downstream toe and under the new gravel fill, stone and pipe drains have been laid for the purpose of draining the embankment and lowering the ground water level.

In addition to the new construction on the downstream slope, the freeboard of height above the spillway level, has been increased by the placing of a one foot layer of earthfill on the top of the dam for its entire length. The 20 inch and 54 inch iron pipes which are laid in the embankment, since they are no longer to be used, have been permanently sealed up with concrete.

Inasmuch as the work done upon the dam, as shown by the plan and specifications filed, has been inspected during its progress and after its completion, and since the work has been properly done and has added materially to the strength of the structure, I would recommend that the plan and specifications be approved.

Respectfully submitted,

James L. Tighe

FINAL DECREE

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting March 22, 1939

In the matter of the petition of the City of Springfield, Mass., Board of Water Commissioners, for approval of plan of the re-built section of the Cherry Valley Dam at Ludlow Reservoir.

Petition, plan and specifications of the repair work were filed February 8, 1939.

This matter arose as the result of damage caused by the hurricane-flood of September 1938 when a slide occurred in the surface of the downstream embankment of the aforesaid dam. The damage was so extensive as to make imperative immediate reparation in order to properly protect the lives and safety of the public and to adequately safeguard private property in the vicinity.

Accordingly, as an emergency measure, the work of repairing the damage began at once and progressed in accordance with the above mentioned plan and specifications under the direction of the County's Engineer, Mr. James L. Tighe, to whom the matter was referred by the County Commissioners.

The County Commissioners having inspected the work and the Engineer having made a final report in writing to the Board of County Commissioners dated March 3, 1939 which is on file with this case, and it appearing that said plan and specifications have been faithfully

adhered to, it is ordered that same be approved, accepted and recorded.

Charles W. Bray)
 Thos. J. Costello) County
 Edward J. Stapleton) Commissioners
 of the County
 of Hampden

December 27, 1938

Ordered, County Treasurer authorized and directed to pay sum of \$450. received as rental from the New England Tel and Tel Co., under contract with the County of Hampden with reference to use of Hampden County Memorial Bridge, by said Company, to certain cities, towns and county.

Rental from New
 Eng Tel & Tel Co.
 in re. Hampden
 County Memorial
 Bridge

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss:

County Commissioners' Meeting December 27, 1938

ORDERED: That John J. Murphy, County Treasurer be authorized and he is hereby directed to pay the sum of FOUR HUNDRED AND FIFTY DOLLARS (\$450.) received an rental from the New England Telephone and Telegraph Company under their contract with the County of Hampden with reference to the use of the Hampden County Memorial Bridge, so called, by said Company to the following:

City of Springfield	51%	\$ 224.91
County of Hampden	31%	136.71
Town of West Springfield	12%	52.92
City of Holyoke	3%	13.23
City of Westfield	2%	8.82
Town of Agawam	1%	4.41
County of Hampden error 1937 acct.		9.00
		\$ 450.00

Thos. J. Costello)
 Charles W. Bray) County
 Edward J. Stapleton) Commissioners
 of the County
 of Hampden.

December 28, 1938

Voted, to increase the salary of Sylvia Dumas, Matron at the Hampden County Jail, from \$3.25 per day to \$3.45 per day commencing December 1, 1938.

Salary Increase

January 4, 1939

Voted, this day to appoint TROY T. MURRAY, Esq., of Springfield, as Counsel for the Hampden County Commissioners, for the year 1939, and he is hereby appointed.

Appointment
 Troy T. Murray
 Counsel

Voted to appoint Dr. P. C. Caia of Springfield as Physician for the boys at the Hampden County Training School for the year 1939 and he is hereby appointed.

Appointment
 Dr. P.C. Caia,
 Train. School.

Voted to appoint Mr. Horace Farrand of Holyoke as Dog Officer for the County of Hampden for the year 1939, and he is hereby appointed.

Appointment
 Horace Farrand
 Dog Officer.

Voted to promote Thomas H. Cartmill, Fireman-Janitor in the Hampden County Court House, to Master Mechanic, to fill vacancy by retirement of Arthur E. Poor, at a salary of \$18.60 per year commencing January 1, 1939.

Promotion
 Thomas H. Cartmill

Dec. Meeting 1938

Appointment
Elizabeth M. Roberts

January 4, 1939

Voted to appoint Miss Elizabeth M. Roberts of West Springfield as Clerk in the Hampden County Law Library at a salary of \$70.00 per month.

Appointment
James Myers

Voted to appoint Mr. James Myers of Holyoke, as Janitor in the Hampden Court House, at a salary of \$100. per month.

Orders

Ordered, County Treasurer authorized and directed to pay \$600.00 to Town of Brimfield on acct. of County's proportion of cost of work done on Brookfield Road. Case No. 28 - 1938.

Ordered that the sum of \$2,000. be paid from County Treasury to the Town of Chester for work done on Chester Hill Road. Case No. 40 - 1938.

Order to Arrest
Revoked.

Ordered that the order to arrest Allan Thompson of Ludlow, holder of release on parole, issued December 14, 1938, is hereby revoked.

Order to Arrest

Order to arrest Roger Hogan of Holyoke, holder of a release on parole.

Order to Arrest

Order to arrest Roger Hickey of Holyoke, holder of a release on parole.

Charles W. Bray
chosen Chairman.

January 6, 1939

Charles W. Bray, Esquire of Chicopee Falls, chosen by ballot, Chairman, for ensuing year.

Order to Transfer
(6)

Order to Transfer (6)

COMMONWEALTH OF MASSACHUSETTS

HAMPDEN, SS.

Springfield, January 6, 1939

Whereas in the judgment of the County Commissioners the interests of the County of Hampden demand an expenditure in excess of the amount authorized by law for Repairs and Furnishings of County Buildings in said County, said County Commissioners hereby authorize the County Treasurer to transfer from the Reserve Fund the sum of Two Thousand Five Hundred Eighty-two dollars and Forty-two cents (\$2,582.42) in addition to the amount authorized by law for the purpose aforesaid.

The reason for such transfer is that the appropriation authorized for the purpose aforesaid is exhausted.

Charles W. Bray }
Thos. J. Costello- } County
Edward J. Stapleton } Commissioners.

Approved: January 7, 1939
Theodore N. Waddell
Director of Accounts

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss.

Springfield, January 6, 1939

Whereas in the judgment of the County Commissioners the interests of the County of Hampden demand an expenditure in excess of the amount authorized by law for Training School in said County, said County Commissioners hereby authorize the County Treasurer to transfer from the Reserve Fund the sum of Four Thousand Nine Hundred Seventy-four dollars and Eighty-six cents (\$4,974.86) in addition to the amount authorized by law for the purpose aforesaid.

The reason for such transfer is that the appropriation authorized for the purpose aforesaid is exhausted.

Charles W. Bray }
Thos. J. Costello } County
Edward J. Stapleton } Commissioners

Approved: January 7, 1939
Theodore N. Waddell
Director of Accounts

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss.

Springfield, January 6, 1939

Whereas in the judgment of the County Commissioners the interests of the County of Hampden demand an expenditure in excess of the amount authorized by law for Pensions in said County, said County Commissioners hereby authorize the County Treasurer to transfer from the Reserve Fund the sum of Three Hundred and Thirty-five dollars and Twenty-two cents (\$335.22) in addition to the amount authorized by law for the purpose aforesaid.

The reason for such transfer is that the appropriation authorized for the purpose aforesaid is exhausted.

Charles W. Bray }
Thos. J. Costello } County
Edward J. Stapleton } Commissioners

Approved January 7, 1939
Theodore N. Waddell
Director of Accounts

COMMONWEALTH OF MASSACHUSETTS

HAMPDEN, SS.

Springfield January 6, 1939

Whereas in the judgment of the County Commissioners the interests of the County of Hampden demand an expenditure in excess of the amount authorized by law for Examination of Dams in said County, said County Commissioners hereby authorize the County Treasurer to transfer from the Reserve Fund the sum of Six Hundred and Eighty-two Dollars and Eighty-six cents (\$682.86) in addition to the amount authorized by law for the purpose aforesaid.

The reason for such transfer is that the appropriation authorized for the purpose aforesaid is exhausted.

Charles W. Bray }
Thos. J. Costello } County
Edward J. Stapleton } Commissioners

Approved January 7, 1939
Theodore N. Waddell
Director of Accounts

COMMONWEALTH OF MASSACHUSETTS

HAMPDEN, SS.

Springfield, January 6, 1939

Whereas in the judgment of the County Commissioners the interests of the County of Hampden demand an expenditure in excess of the amount authorized by law for Mt. Tom Reservation in said County, said County Commissioners hereby authorize the County Treasurer to transfer from the Reserve Fund the sum of One Hundred dollars and no cents (\$100.00) in addition to the amount authorized by law for the purpose aforesaid.

The reason for such transfer is that the appropriation authorized for the purpose aforesaid is exhausted.

Charles W. Bray }
Thos. J. Costello } County
Edward J. Stapleton } Commissioners.

Approved January 7, 1939
Theodore N. Waddell
Director of Accounts

Dec. Meeting 1938

Order to Transfer

COMMONWEALTH OF MASSACHUSETTS

HAMPDEN, SS.

Springfield, Jan. 6, 1939

Whereas in the judgment of the County Commissioners the interests of the County of Hampden demand an expenditure in excess of the amount authorized by law for Auditors and Masters in said County, said County Commissioners hereby authorize the County Treasurer to transfer from the Any money in the Treasury the sum of Four Thousand Four Hundred and Twenty-two Dollars and no cents (\$4,422.00) in addition to the amount authorized by law for the purpose aforesaid.

The reason for such transfer is that the appropriation authorized for the purpose aforesaid is exhausted.

Charles W. Bray }
Thos. J. Costello } County
Edward J. Stapleton } Commissioners.

Charles W. Bray
elected member
Personnel Board.

January 6, 1939

Voted to elect Charles W. Bray as a member of the County Personnel Board from the Four Western Counties to serve the balance of the unexpired term of Clarence E. Hodgkins, which expires September 1, 1940.

Orders

Ordered, County Treasurer authorized and directed to pay sum of \$3,867.45 to Town of Agawam on acct. of County's proportion of cost of work done on Suffield St. Case No. 49 - 1938.

Ordered, that the sum of \$3,000. be paid from County Treasury to Town of Blandford for work done on Russell & Blandford Stage Road. Case No. 44 - 1938.

Ordered, County Treasurer authorized and directed to pay \$219.97 to Town of Brimfield on acct. of County's proportion of cost of work done on Holland, Warren and Brookfield Roads. Case No. 29 - 1938.

Ordered that the sum of \$3,000. be paid from County Treasury to Town of Granville for work done on Main Road. Case No. 34 - 1938.

Ordered, that the sum of \$100. which is balance of County's proportion of cost of work done on said highway be paid from County Treasury to Town of Hampden. Case No. 9 - 1938.

Ordered, County Treasurer authorized and directed to pay \$304.29 to Town of Holland on acct. of County's proportion of cost of work done on East Brimfield, Brimfield and Mashapaug Rds. Case No. 27 - 1938.

Ordered, County Treasurer authorized and directed to pay \$137.59 to Town of Monson on acct. of County's proportion of cost of work done on State Avenue, Wales Road and Main Street. Case No. 47 - 1938.

Ordered, County Treasurer authorized and directed to pay \$215.89 to Town of Palmer on acct. of County's proportion of cost of work done on Belchertown, Thorndike, Forest Lake, Red Bridge, Three Rivers & Bondville Roads, etc. Case No. 19 - 1938.

Orders

January 6, 1939

Ordered, County Treasurer authorized and directed to pay \$250. to Town of Russell on acct. of County's proportion of cost of work done on General Knox Road. Case No. 24 - 1938.

Ordered that the sum of \$3,550.44 be paid from County Treasury to Town of Southwick for work done on South Longyard Road. Case No. 16 - 1938.

Ordered, County Treasurer authorized and directed to pay \$2,000. to Town of Tolland on acct. of County's proportion of cost of work done on New Boston Road. Case No. 36 - 1939.

Ordered, County Treasurer authorized and directed to pay \$535. to Town of Wales on acct. of County's proportion of cost of work done on Monson Road. Case No. 38 - 1938.

Ordered, County Treasurer authorized and directed to pay \$168.52 to Town of Wales on acct. of County's proportion of cost of work done on Monson Road. Case No. 39 - 1938.

Ordered, that the sum of \$3,000. be paid from County Treasury to City of Westfield for work done on Western Avenue and Bates Road. Case No. 21-1938.

Ordered that the sum of \$3,500. be paid from County Treasury to City of Westfield for work done on North Road. Case No. 22-1938.

January 18, 1939

Order to arrest Raymond W. Lathrop of Holyoke, holder of a release on parole.

Order to Arrest

January 19, 1939

County Estimate

County Estimate

January 25, 1939

Order to arrest Edgar Bertrand of Chicopee Falls, holder of a release on parole.

Order to Arrest

January 25, 1939

Ordered, County Treasurer authorized and directed to pay to County of Hampshire for County of Hampden's share of expense of maintenance of Mt. Tom State Reservation the sum of \$12,656.62 under Chap. 264 Acts of 1903, divided into six payment.

Order--
Mt. Tom State
Reservation

February 1, 1939

Ordered, County Treasurer authorized and directed to pay sum of \$130. to Town of Brimfield on acct. of County's proportion of cost of work done on Brookfield Road. Case No. 28 - 1938.

Orders

Ordered, County Treasurer authorized and directed to pay sum of \$181.24 to Town of Holland on acct. of County's proportion of cost of work done on Brimfield, East Brimfield and Mashapaug Roads. Case No. 27 - 1938.

Ordered, County Treasurer authorized and directed to pay sum of \$531.14 to Town of Palmer on acct. of County's proportion of cost of work done on Belchertown, Thorndike, Forest Lake, Red Bridge, Three Rivers & Bondsville Roads, etc. Case No. 19-1938.

Dec. Meeting 1938

Orders

February 1, 1939

Ordered, County Treasurer authorized and directed to pay \$200. to Town of Tolland on acct. of County's proportion of cost of work done on New Boston Road. Case No. 36 - 1938.

Ordered, that the sum of \$1598.39 which is balance of County's proportion of cost of work done on Elm Street be paid from County Treasury to Town of West Springfield. Case No. 50 - 1937.

Appointment
Antonio F. Turcotte

February 8, 1939

Voted to appoint Mr. Antonio F. Turcotte of Chicopee Falls as janitor in the Hampden County Court House at a salary of \$100. per month.

Order

Ordered, County Treasurer authorized and directed to pay sum of \$232.02 to the Town of Holland on acct. of County's proportion of cost of work done on Brimfield, East Brimfield and Mashapaug Roads. Case No. 27 - 1938.

Treasurer Authorized
To Borrow Money

Ordered, County Treasurer authorized to borrow from time to time an amount not exceeding \$500,000. under General Laws Chapter 35 Section 37 and Acts amendatory thereof and in addition thereto in anticipation of County Taxes.

Released from
Training School
on parole.

Antonio Dilopa released from Hampden County Training School on parole.

Tax Warrant

February 15, 1939

Copy of tax warrant sent to Board of Assessors, City of Springfield of balance due County of Hampden on 1938 tax.

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss.

To the Assessors of the City of Springfield
in the County of Hampden.

Greeting:

WHEREAS the Legislature of this Commonwealth at their 1938 session, resolved that the sum of \$747,000.00 should be granted as a tax for the said County, for the year ensuing, to be applied, paid, collected and assessed according to law, and whereas the County Commissioners at a meeting holden at Springfield, in and for the County of Hampden, on the fifteenth day of February, 1939, fixed and prescribed the first day of March next as the time on or before which the same shall be paid to the County Treasurer, and ordered that the Clerk of the said County should forthwith send out warrant for assessing the City of Springfield's proportion thereof, as the law directs, and for paying the same.

THESE are therefore, in the name of the Commonwealth of Massachusetts, to will and require you to assess the sum of \$ 397,866.04

Less amount paid November 1, 1938 355,256.98

Balance due County of Hampden \$ 42,609.06

upon the inhabitants of the city of Springfield each his due and equal proportion thereof, as near as may be, according to the rule for defraying the State charges, being the said city's proportion for the County tax and rate above mentioned. And you are to make a true and perfect list or lists of the names of the persons on whom you assess the aforesaid sum, which list or lists, so perfected and signed by

Dec. Meeting 1938

yourselves. (or a major part of you.) you are to commit to the collector, constable or constables of your city requiring them respectively to levy and collect the said sum of \$42,609.06 on the inhabitants thereof, and pay the same unto the Treasurer of said city. And you are further required to pay the amount so collected unto John J. Murphy, County Treasurer, his successors, or order, on or before the first day of March next ensuing hereof, or to issue your warrant or warrants requiring the said Treasurer of your city to pay to said County Treasurer said sum so collected on or before the said first day of March.

Fail not of making return of the names of the person or persons to whom you commit the aforesaid list or lists, as soon as may be, after you have committed the same.

Dated at Springfield, in said County, the fifteenth day of February, in the year of our Lord one thousand nine hundred and Thirty-Nine.

By order of the County Commissioners.

Charles M. Calhoun Clerk.

February 23, 1939

Ordered that the sum of \$200.75 be paid from the County Treasury to Town of Holland for work done on Mashapaug Road. Case No. 26 - 1938.

Ordered, County Treasurer authorized and directed to pay \$1,499.25 to Town of Holland on acct. of County's proportion of cost of work done on Town Roads (flood work). Case No. 68 - 1938.

Ordered, that the sum of \$2,500. be paid from County Treasury to Town of Montgomery for work done on Main Road. Case No. 30 - 1938.

Ordered that the sum of \$400. be paid from County Treasury to Town of Montgomery for work done on Main Road. Case No. 31 - 1939.

Ordered that the sum of \$200. be paid from County Treasury to Town of Russell for work done on Montgomery Road. Case No. 25 - 1938.

Ordered that the sum of \$300. be paid from County Treasury to Town of Tolland for work done on New Boston Road. Case No. 37 - 1938.

Ordered, that the sum of \$491.23 which is balance of County's proportion of cost of work done on Elm Street be paid from County Treasury to Town of West Springfield. Case No. 53 - 1938.

Orders

March 1, 1939

Statement of the County of Hampden Retirement System, for the year 1938.

Statement of the County of Hampden Retirement System

December 31, 1938

Annuity Savings Fund	\$18,846.31
Pension Accumulation Fund	20,398.87
Expense Fund	286.34
Pension Accum. Fund	\$5,151.04
Deposit Refunds	453.63
Cash, in Bank	19,050.71

Statement of Retirement System

Dec. Meeting 1938

Interest		110.80
Annuity Reserve Fund		186.91
Interest Refund	9.27	
Investments	15,168.75	
Investment Income	157.83	
Annuities Paid	14.46	
Annuity Savings Fund, Voluntary		227.47
Accrued Interest	34.93	
Pension Accumulation, Normal Con.		1.92
	40,040.62	40,040.62

Investments:

Southern Bell Tel & Tel 3-1/4 bonds \$5,000	yield 3.28 %
Indiamapolis Power & Light Co. 3-3/4% bonds \$5,000	3.53 %
Atlantic City Electric Co. 3-1/4% bonds \$5,000	3.26 %

John J. Murphy County of
Fred H. Bearse Hampden
George J. Clark Board of
Retirement

Order to refund
Money

March 1, 1939 Ordered that County Treasurer refund over-assessed amounts to the cities and towns in Hampden County, excepting Springfield - total \$42,609.06.
(City of Springfield under-assessed in amount of \$42,609.06 has paid into County Treasury - County Tax for 1938).

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting March 1, 1939

Ordered: That as an error was made in the computation of the County Tax for the year 1938, and whereas the City of Springfield was under-assessed in the amount of \$42,609.06 has been billed for and has paid into the County Treasury the said amount, it is now ordered that John J. Murphy, County Treasurer, refund the over assessed amounts to the following cities and towns, to wit:

Agawam	\$1,660.55	Ludlow	1,695.87
Blandford	141.28	Monson	647.71
Brimfield	188.39	Montgomery	58.84
Chester	259.06	Palmer	1,472.10
Chicopee	7,321.86	Russell	565.26
East Longmeadow	741.92	Southwick	365.06
Granville	329.72	Tolland	70.62
Hampden	141.28	Wales	70.62
Holland	47.06	West Springfield	4,569.57
Holyoke	15,039.40	Westfield	3,768.67
Longmeadow	2,343.63	Wilbraham	600.59

Charles W. Bray)
Thos. J. Costello) County
Edward J. Stapleton) Commissioners
) of the County
) of Hampden.

Vote

March 1, 1939 Voted, County Treasurer authorized and directed to turn over when directed by Trus. Eastern States Exp. coupons on certain mortgages for Apr. 15, '39, Oct. 15, '39 & April 15, 1940, as a waiver of interest due the County of Hampden, War Chest Fund.

Dec. Meeting 1938

March 8, 1939

Ordered that the amount charged County of Hampden by Commonwealth of Massachusetts State Sanatorium, Westfield, under contract, be charged to certain cities and towns in hospital district (6 towns and 3 cities) in the total amount of \$8,866.50, also ORDERED that County Treasurer of Hampden County pay to Commonwealth of Massachusetts \$8,866.50, plus \$5,911. a total of \$14,777.50 on the Sanatorium account.

Westfield, State
Sanatorium
Account

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss:

County Commissioners' Meeting March 8, 1939

ORDERED: That the amount charged the County of Hampden by the Commonwealth of Massachusetts, State Sanatorium at Westfield, Massachusetts, under contract under the provisions of the General Laws, Chapter 111, Section 85, as amended by the Acts of 1936, Chapter 145, be charged to the Cities and Towns in the hospital district in the following amounts:

Agawam	\$135.00
Chicopee	2,353.50
Holyoke	3,028.50
Ludlow	970.50
Monson	267.00
Palmer	456.00
Westfield	675.00
West Springfield	540.00
Wilbraham	441.00
	<u>\$8,866.50</u>

Said amounts to be paid to the County Treasurer of the County of Hampden on or before March 31, 1939. It is also ordered that the County Treasurer of the County of Hampden pay to the Commonwealth of Massachusetts the above sum of Eight Thousand Eight Hundred Sixty-six Dollars and Fifty Cents (\$8,866.50) plus the sum of Five Thousand Nine Hundred Eleven Dollars (\$5,911.00), a total of Fourteen Thousand Seven Hundred Seventy-seven Dollars and Fifty Cents (\$14,777.50) on the Sanatorium account.

Charles W. Bray)

Thos. J. Costello)

Edward J. Stapleton)

County Commissioners
of the County of
Hampden

March 8, 1939

Ordered that the sum of \$174.04 which is balance of County's proportion of cost of work done on Holland Road, Brookfield Road and Warren Road be paid from County Treasury to Town of Brimfield. Case No. 29 - 1938.

Ordered that the sum of \$363.33 which is balance of County's proportion of cost of work done on Middlefield Road, Chester Hill Road and East River Road be paid from County Treasury to Town of Chester. Case No. 42 - 1938.

Ordered that the sum of \$1,998.92 be paid from County Treasury to Town of Chester for work done on East River Road. Case No. 41 - 1938.

Ordered, County Treasurer authorized and directed to pay \$328.57 to Town of Holland on acct. of County's proportion of cost of work done on Town Roads (Flood Work). Case No. 68 - 1938.

Orders

Dec. Meeting 1938

Order

May 8, 1939

Ordered, County Treasurer authorized and directed to pay \$350. to Town of Monson on acct. of County's proportion of cost of work done on the Main Road. Case No. 46 - 1938.

Vote Dated
Jan. 17, 1938,
Rescinded

March 15, 1939

Voted to rescind vote dated January 17, 1938, also voted to divide the charge of \$17.50 per patient per hospital week as follows:
\$10.50 to be paid by the cities and towns in the hospital district
and
\$ 7.00 to be paid by the County of Hampden, etc.

Released from
Training School on
Parole.

William Arndt released from Hampden County Training School on parole.

Annual Report

March 22, 1939 Annual Report

Re-appointment
Harry C. Lane
Trustee

March 29, 1939 Voted to re-appoint Mr. Harry C. Lane of Westfield, a member of the Board of Trustees for County Aid to Agriculture. Term of Office, April 1, 1939 to April 1, 1942.

Re-appointment
R. F. McElwaine
Trustee

Voted to re-appoint Mr. R. F. McElwaine of West Springfield, a member of the Board of Trustees for County Aid to Agriculture. Term of office, April 1, 1939 to April 1, 1942.

Re-appointment
Edward J. Ruxton
Trustee

Voted to re-appoint Mr. Edward J. Ruxton of Springfield, a member of the Board of Trustees for County Aid to Agriculture. Term of office, April 1, 1939 to April 1, 1942.

Orders

April 5, 1939

Ordered that the sum of \$823.31 which is balance of County's proportion of cost of work done on Suffield Street be paid from County Treasury to Town of Agawam. Case No. 49 - 1938.

Ordered, County Treasurer authorized and directed to pay \$70.00 to Town of Monson on acct. of County's proportion of cost of work done on Main Road. Case No. 46 - 1938.

Inspection of
Jail

Inspection of Jail in accordance with Section 1 of Chapter 126 of the General Laws.

Damages Done
By Dogs

Land Damages

Sundry Accounts

Sundry accounts being presented, are allowed, and the same amounting to the sum of

April 5, 1939

Hampden, ss:

Judgment is entered up according to reports, etc., and all matters not acted upon are ordered to be continued and this meeting adjourned without day.

Attest:-

CLERK.

The Commonwealth of Massachusetts

Hampden, ss:

At a meeting of the County Commissioners begun and holden at Springfield, within and for said County of Hampden on the second Tuesday of April, being the eleventh day of said month and from time to time to the twenty-first day of June, in the year of our Lord One Thousand Nine Hundred and Thirty-Nine.

Present:

Charles W. Bray, Esquire, Chairman	} County Commissioners
Thomas J. Costello, Esquire	
Edward J. Stapleton, Esquire	

The following case is withdrawn: No. 11.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT the undersigned, Mayor and Board of Aldermen of the City of Chicopee, in said County, that common convenience and necessity require that the highway leading from Chicopee Falls to Willimansett and known as MONTGOMERY STREET be relocated, that alterations be made in its course and width, and that said road be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at Station 22+50 on Plan of Massachusetts Department of Public Works and extend in a northerly direction for a distance of one thousand seven hundred and thirty (1730) feet more or less.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may make such re-location and alterations and may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and City.

Dated this sixteenth day of September 1938.

Anthony J. Stonina	
Henry C. Gingras, Alderman	
James J. O'Connor	"
Thomas F. Robinson	City Engineer
Joseph Lafleur	Alderman
Edward Bourbeau	Supt. of Streets
George H. Lewis,	Alderman
Thomas Moran	"
Frank H. York	"
John Moson	"
Thomas J. Grady	"
George H. Miller	"
Walter F. Szetela	"
Ernest Laflamme	"
Joseph Lafleur	"
Ernest Cote	"
Thomas W. Chlosta	"
Rudolph Gaudette	"

Chicopee, Mayor and Board of Alderman of the City of, Petrs. for relocation, alterations and specific repairs on Montgomery Street, the work to begin at sta. 22+50 on plan of Mass. Dept. of Public Works and extend in a northerly direction for a distance of 1730 feet more or less and for aid.

11

Plans: Bk #11
B.P. 17

See Case No. 17, 1942

Walter J. Trybulski Alderman
James J. Hendron "
Chester W. Wojtowicz "

(Seal)

The foregoing petition was entered on the 21st day of September 1938; Relocation Report was filed on December 28, 1938; Final Decree was filed on May 24, 1939; Letter to Mayor Senecal from the State withdrawing allotment was dated July 23, 1940.

LETTER TO MAYOR SENECALE FROM THE STATE

July 23, 1940

Hon. Leo P. Senecal,
Mayor,
Chicopee, Mass.

Dear Sir:

The Commissioners today allotted the sum of \$8,000 under the provisions of Section 34, Chapter 90 of the General Laws, for North Chicopee Street, in Chicopee, on condition that \$4,000 shall be contributed by the city and \$4,000 by the county.

The allotment of \$8,000 made in 1938, to go with \$4,000 from the city and \$4,000 from the county, for Montgomery Street in Chicopee, is withdrawn.

Yours truly,

Mary A. Riley
Secretary

R/W
Copy to H.D.P.
copy to Hampden County Comrs.

Palmer, Selectmen of the Town of, Petrs. for relocation, alterations and specific repairs on Bondsville Road, the work to begin at Shearer's Corner in the Depot Village and extend northerly for a distance of 8,000 feet more or less, and for aid.

9

Plans in Book 11,
Pages 30 & 31.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT the undersigned, Selectmen of the Town of Palmer in said County, that common convenience and necessity require that the highway leading from Shearer's Corner to Bondsville and known as the Bondsville Road, be relocated, that alterations be made in its course and width, and that said road be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at Shearer's Corner in the Depot Village and extend in a northerly direction for a distance of eight thousand feet more or less.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may make such re-location and alterations and may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this second day of June, 1938.

William F. Griswold
August Ammann
George B. Cheney

SELECTMEN OF THE TOWN OF PALMER

April Meeting 1939

The foregoing petition was entered on the 8th day of June 1938, and due proceedings having been had thereon, on the 25th of May 1939, said Commissioners file the following Relocation Report, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting May 24, 1939

On the petition of the Selectmen of the Town of Palmer for relocation, alterations and specific repairs on Bondsville Road, the work to begin at Shearer's Corner in the Depot Village and extend northerly for a distance of 8,000 feet more or less, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said County Commissioners did, on the ninth day of August, A. D. 1938, view said highway and hear all parties interested, and did adjudge that common convenience and necessity require that said highway should be relocated, altered and specific repairs made thereon. And at the time of said view, no person interested having objected, after adjudicating as aforesaid, said Commissioners now relocate, alter and order specific repairs made in the manner following:

The layout or relocation is located on the Bondsville Road, so called, and begins at the northerly side of Shearer Street, so called, and extends thence in a northerly direction about 1/3 of a mile to Greenwood Street, so called. The section of highway hereby laid out is more fully described as follows:

The base line is that of a survey made by the engineers of the Massachusetts Department of Public Works in June, 1935, and begins at a point in the present roadway opposite the northerly side of Shearer Street, said point of beginning being shown on plan as station 2+03.97 and extends thence northwesterly and northerly by a curve of 309.27 feet radius 121.59 feet, thence north 7° 54' 45" west 884.48 feet, thence north 7° 51' 30" west 939.96 feet to a point at the end of the layout shown on plan as station 21+50.00.

The westerly location line begins at a point bearing south 69° 56' 54" west and 49.45 feet distant from the point of beginning of the above-described base line shown on plan as station 2+03.97 and extends thence, following the westerly location line of the 1858 County layout north 7° 54' 45" west 1013.38 feet to a point bearing south 82° 06' 53" west and 24.75 feet distant from station 12+10.04, thence north 7° 51' 30" west 939.97 feet to a point at the end of the layout bearing south 82° 08' 30" west and 24.75 feet distant from the point of ending of the above-described base line shown on plan as station 21+50.00.

The easterly location line begins at a point bearing north 70° 00' 16" east and 31.53 feet distant from the point of beginning of the above-described base line shown on plan as station 2+03.97 and extends thence northwesterly by a curve to the right of 360.00 feet radius 110.93 feet to a point on the easterly location line of the 1858 County layout, bearing north 89° 56' 06" east and 30.26 feet distant from station 3+25.56, thence following said 1858 location line north 11° 52'

April Meeting 1939

26" west 75.59 feet to a point bearing north 82° 05' 15" east and 24.75 feet distant from station 3+96.84, thence north 7° 54' 45" west 813.19 feet to a point bearing north 82° 06' 53" east and 24.75 feet distant from station 12+10.04, thence north 7° 51' 30" west 939.95 feet to a point at the end of the layout bearing north 82° 08' 30" east and 24.75 feet distant from the point of ending of the above-described base line shown on plan as station 21+50.00.

AND the following described parcel of land is taken in fee for purpose of said highway by right of eminent domain under Chapter 79 of the General Laws and all acts in amendment thereof and in addition thereto. All land taken is located in the Town of Palmer.

Parcel No. 1. A parcel of land supposed to be owned by WINCENTY PARDO, located on the easterly side of the Bondsville Road, so called, between stations 2+03.97 and 3+22+ of the base line of the 1938 County layout, bounded as follows: northeasterly by remaining land of said Pardo 110.93 feet; southerly by Shearer Street about 16.5 feet and westerly by the Bondsville Road about 111 feet; containing about 570 square feet.

The layout or relocation and the land taking above described are indicated on plans prepared by the Department of Public Works, Division of Highways on file in the Hampden County Registry of Deeds, and Clerk of Courts' Office, and marked as follows:

The Commonwealth of Massachusetts - PLAN OF ROAD - in the town of PALMER - Hampden County - Laid out by the County Commissioners
Scale: 40 feet to the inch.

AND the owners of the land over which said highway is thus laid out/relocated are allowed until the 1st day of August next, to remove therefrom their buildings, wood, timber or trees. The Commissioners having heard the proprietors of said lands, by themselves, or their agents, so far as they have expressed the desire to be heard on the subject of damages, by them sustained by reason of laying out or relocating said highway have estimated the same as follows, to wit:

TO:-

WINCENTY PARDO \$ 1.00

The work to be done is as follows: construction beginning at about station 0+00 on Bondsville Road, at the State Highway, and extending thence along Bondsville Road in a general northerly direction for a distance of about 2150 feet to about station 21+50; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Palmer a sum not to exceed FIVE THOUSAND DOLLARS (\$5,000.) towards the repairing of this highway.

April Meeting 1939

All land, grade, drainage and other legal damages shall be paid by the Town of Palmer.

Charles W. Bray)
Thos. J. Costello) County
Edward J. Stapleton) Commissioners
of the County
of Hampden

COUNTY COMMISSIONERS' MEETING

Hampden, ss:

May 25, 1939

The foregoing report is filed and accepted, and thereupon it is ordered that the same be recorded; that the said road may be known as a public highway forever.

Attest: Charles M. Calhoun, Clerk.

To the County Commissioners of Hampden County.

Respectfully represent the undersigned, Selectmen of the Town of Brimfield in said County, that common convenience and necessity require that the highway leading from Palmer Road to the Wales Road and known as Mill Lane be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, and that repairs be made to the dam over which the road passes, the work to begin at or near the driveway of the residence of F. Edgar Brown and extend in a southerly direction a distance of five hundred fifty feet (550 ft.) more or less.

Brimfield, Selectmen of the Town of, Petrs. for specific repairs on Mill Lane Road and to the dam over which the road passes, the work to begin at or near the driveway of the residence of F. Edgar Brown and extend southerly for a distance of 550 feet more or less, and for aid.

18

Wherefore your petitioners pray that your Honorable Board after notice, view and hearing, may determine and specify such specific repairs to the road and dam and order them to be made, and that said County contribute to the expense of said repairs together with an allotment from the State.

Dated this 21st. day of November 1938.

Edward J. Killian
Everett D. Landen
Roe S. Clark

Selectmen of the Town of Brimfield.

The foregoing petition was entered on the 29th day of November 1938, and due proceedings having been had thereon, on the 20th day of April 1939, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting April 20, 1939

On the petition of the Selectmen of the Town of Brimfield for specific repairs on Mill Lane Road and to the dam over which the road passes, the work to begin at or near the driveway of the residence of F. Edgar Brown and extend southerly for a distance of 550 feet more or less, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twenty-first day of December, A. D. 1938, hear all parties interested and did adjudge that specific repairs should be made. At the time of said hearing no person interested having

April Meeting 1939

objected after adjudicating as aforesaid, said Commissioners order the following repairs made: to repair about 400 feet (four hundred feet) of the Mill Lane Road in Brimfield, which was damaged by the September flood and hurricane; the work to begin at a point approximately 1,000 feet from the State highway (Route #20), station 10+00₊, and extend in a southerly direction to station 14+00₊; -

The road shall be graded to a width of 20-22 feet on embankments.

At such places as the Engineer may direct, a gravel surface shall be constructed; said surface to be 18 feet in width and 12 inches in depth.

A stone retaining wall shall be rebuilt as directed.

A 36-inch bituminous coated corrugated metal pipe culvert, 25 feet in length, shall be constructed at station 12+00₊.

Wooden guard rail shall be placed and guard rail replaced and repaired where directed.

Riprap shall be placed where directed.

These repairs to be made in accordance with applicable requirements and specifications set forth in agreement of the Department of Public Works-Division of Highways on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Brimfield a sum not to exceed FIVE HUNDRED DOLLARS (\$500.) towards the repairing of this road.

All damages sustained by any person by reason of said repairs on this road shall be paid by the Town of Brimfield.

Charles W. Bray)
Thomas J. Costello) County
Edward J. Stapleton) Commissioners
of the County
of Hampden

Order

April 11, 1939 Ordered, County Treasurer authorized and directed to pay \$2,287.00 to City of Westfield on acct. of County's proportion of cost of work done on bridge over the Westfield River. Case No. 54 - 1938

Order to arrest

Order to arrest Thomas Oldread of Holyoke, holder of a release on parole.

Expenses of
County Personnel
Board

April 20, 1939 Ordered, County Treasurer authorized and directed to pay to Treasurer of the Commonwealth of Massachusetts, \$751.82, Hampden County's share of expenses of County Personnel Board for year 1938, in accordance with Sec. 50 of Chap. 35 of the G. L. inserted by Chap. 400 of the Acts of 1930.

Voted to Award
Notes

April 27, 1939 Voted to award County of Hampden Notes #661 to 672 inclusive, dated April 27, 1939, due Nov. 8, 1939, aggregating \$200,000. to the THIRD NATIONAL BANK AND TRUST COMPANY of Springfield, Mass., at .081 per cent discount.

April Meeting 1939

April 27, 1939

Voted, County Treasurer authorized to sell Western United Gas & Electric Company bonds called and to purchase \$10,000. Gatineau Power Co., First Mortgage Bonds, in the name of the County of Hampden, Massachusetts War Chest Fund.

Purchase and Sale of Bonds

April 27, 1939

Resignation of Chris L. Berninger, Supt. of Hampden County Training School.

Resignation
Chris L. Berninger

Voted to accept the resignation of Chris L. Berninger, Supt. of the Hampden County Training School, dated April 27, 1939, to take effect June 1, 1939.

Voted to Accept
Resignation of
Chris L. Berninger

Voted to appoint Francis M. Lohan as Acting Supt. of the Hampden County Training School as of June 1, 1939 pending further action for a permanent Superintendent.

Appointment of
Francis M. Lohan
Acting Supt.

May 3, 1939

Ordered, County Treasurer authorized and directed to pay sum of \$965.71 to the City of Westfield on acct. of County's proportion of cost of work done on bridge over the Westfield River (also known as Great River Bridge). Case No. 54 - 1938.

Order

Order to arrest James P. Freeman of Westfield, holder of a release on parole.

Order to Arrest

Order to arrest Michael F. Riley of Holyoke, holder of a release on parole.

Order to Arrest

Fred Michon, released from Hampden County Training School on parole on June 1, 1939.

Released from
Training School on
Parole.

May 10, 1939

Voted to appoint Gaspard R. Emard of Holyoke, Mass., as janitor in the Hampden County Court House, at a salary of \$100. per month, as of July 1, 1939, to fill the vacancy caused by the death of James Myers.

Appointment
Gaspard R. Emard

Ordered, County Treasurer authorized and directed to pay sum of \$4,054.94 to the Town of Palmer on acct. of County's proportion of cost of work done on bridge over the Ware River (Dutton Bridge). Case No. 17 - 1938.

Order

Order to arrest Raymond Clune of Holyoke, holder of a release on parole.

Order to Arrest

Order to arrest Walter D. Stacy of Springfield, holder of a release on parole.

Order to Arrest

May 17, 1939

Harold Fleming to be released from Hampden County Training School on parole, June 7, 1939.

To be released from
Training School on
Parole.

May 24, 1939

Arthur Monette, released from Hampden County Training School on parole.

Released from
Training School
on Parole

Vote appointing Francis M. O'Keefe to act as County Commissioner in place of Commissioner Charles W. Bray, disqualified on account of residence.

Francis M. O'Keefe
to act as Commisr.
in place of C. Bray,
disqualified because
of residence.

Oath of Office - Francis M. O'Keefe

Oath of Office
Francis M. O'Keefe

April Meeting 1939

Voted to Accept
Bid

May 24, 1939

Voted to accept the bid of J. F. Doran of Springfield to furnish tile for hospital at the Jail for \$393.00.

Vote

Ordered, County Treasurer authorized and directed to pay \$252.67 to Town of Longmeadow on acct. of County's proportion of cost of work done on Williams Street. Case No. 33 - 1938.

Order to Arrest
Revoked.

Ordered, that the order to arrest James P. Freeman of Westfield, holder of release on parole, issued May 3, 1939, is hereby revoked.

Vote

May 31, 1939

Voted that the County Counsel be designated as Workmen's Compensation Agent as provided by Section 75, Chapter 152 of the General Laws.

Vote

Voted to have Mr. and Mrs. C. L. Berninger remain at the Hampden County Training School until June 30, 1939.

Vote of Apr. 27th.
Rescinded.

Voted to rescind vote dated April 27, 1939 appointing Francis M. Lohan as Acting Superintendent of the Hampden County Training School.

Order

Ordered, County Treasurer authorized and directed to pay \$817.31 to the Town of Palmer on acct. of County's proportion of cost of work done on Bondsville Road. Case No. 9 - 1939.

Received license
& order to construct
operate and maintain
a force main and
outfall sewer.

June 2, 1939

Received from the City of Springfield copy of a license to construct, operate and maintain a force main and outfall sewer under the Connecticut River in City of Springfield and Town of Agawam, also copy of order of Board of Aldermen of City of Springfield relative to same.

Orders

June 7, 1939

Ordered, County Treasurer authorized and directed to pay \$78.06 to the Town of Longmeadow on acct. of County's proportion of cost of work done on Williams Street. Case No. 33 - 1938.

Ordered, County Treasurer authorized and directed to pay \$404.21 to the Town of Palmer on acct. of County's proportion of cost of work done on Bondsville Road. Case No. 9 - 1939.

Not to Parole.
Papers to be
Recalled.

Harold Fleming. It was decided not to parole this boy. Papers to be recalled.

Authorization
to Borrow Money
and Ordered to
award notes.

June 14, 1939

Ordered, County Treasurer authorized to borrow \$30,000. for the purpose of carrying out the provisions of contract authorized by and executed in compliance with Sec. 79 Ch 111 as amended by Acts 1936 Ch 343 AND ORDERED FURTHER to award notes 1, 2, 3, 4 entitled County of Hampden Tubercular Patients' Maintenance Note" to FIRST NATIONAL BANK OF BOSTON at .18% discount.

Westfield, State
Sanatorium

Ordered that the amount charged County of Hampden by Commonwealth of Mass. State Sanatorium Westfield, under contract, be charged to certain cities and towns in hospital district in the total amount of \$8,785.50, also ORDERED that County Treasurer of Hampden County pay to Commonwealth of Massachusetts \$8,785.50 plus \$5,857. a total of \$14,642.50 on the Sanatorium account.

COMMONWEALTH OF MASSACHUSETTS

Hampden. ss: County Commissioners' Meeting June 14, 1939

ORDERED: That the amount charged the County of Hampden by the Commonwealth of Massachusetts, State Sanatorium at Westfield, Massachusetts, under contract under the provisions of the General Laws, Chapter 111, Section 85 as amended by the Acts of 1936, Chapter 145 be charged to the Cities and Towns in the hospital district in the following amounts:

Agawam	\$138.00
Chicopee	2,203.50
Holyoke	2,953.50
Ludlow	1,030.50
Monson	138.00
Palmer	339.00
Westfield	1,050.00
West Springfield	490.50
Wilbraham	442.50
	<u>\$8,785.50</u>

Said amounts to be paid to the County Treasurer of the County of Hampden on or before June 30, 1939. It is also ordered that the County Treasurer of the County of Hampden pay to the Commonwealth of Massachusetts the above sum of Eight Thousand Seven Hundred Eighty-five Dollars and Fifty Cents (\$8,785.50) plus the sum of Five Thousand Eight Hundred Fifty-seven Dollars (\$5,857.00), a total of Fourteen Thousand Six Hundred Forty-two Dollars and Fifty Cents (\$14,642.50) on the Sanatorium account.

Charles W. Bray)
 Thos. J. Costello) County
 Edward J. Stapleton) Commissioners
 of the County
 of Hampden

June 14, 1939

Voted to appoint Mr. and Mrs. Howard E. Herrick of Westfield, Mass., as Superintendent and Matron respectively of the Hampden County Training School commencing July 1, 1939.

Appointment of
Mr. & Mrs. H. E. Herrick

Ordered, County Treasurer authorized and directed to pay sum of \$2,457.97 to City of Westfield on acct. of County's proportion of cost of work done on bridge over Westfield River (also known as Great River Bridge). Case No. 54 - 1938.

Orders

June 21, 1939

Ordered, County Treasurer authorized and directed to pay \$17.24 to Town of Longmeadow on acct. of County's proportion of cost of work done on Williams Street. Case No. 33 - 1938.

Order to arrest Frederick Slaughter of Holyoke, holder of a release on parole.

Order to Arrest

Resignation of Mrs. Dorothy L. Berninger as Supervising Matron of the Hampden County Training School to take effect July 1, 1939.

Resignation
Mrs. D. L. Berninger

April Meeting 1939

Damages Done
By Dogs

Land Damages

Sundry Accounts

Sundry Accounts being presented, are allowed, and the same amounting
to the sum of

June 21, 1939

Hampden, ss:

Judgment is entered up according to reports etc. and all
matters not acted upon are ordered to be continued and this meeting
adjourned without day.

Attest:

CLERK.

The Commonwealth of Massachusetts

Hampden, ss:

At a meeting of the County Commissioners begun and holden at Springfield, within and for said County of Hampden, on the fourth Tuesday of June, being the twenty-seventh day of said month and from time to time to the twenty-seventh of September, in the year of our Lord One Thousand Nine Hundred and Thirty-Nine.

Present:

Charles W. Bray, Esquire, Chairman	} County Commissioners
Thomas J. Costello, Esquire	
Edward J. Stapleton, Esquire	

June 28, 1939

Coal Bids received and publicly opened and read.

Coal Bids

Voted, Mrs. C. L. Berninger requested to remain as Matron at the Hampden County Training School from June 24, 1939 to July 1, 1939.

Request to
Remain - Mrs.
C. L. Berninger

Voted to award contract for furnishing the Jail and House of Correction with bituminous coal to the PUNDERTON COAL COMPANY.

Voted to Award
Contract

Voted to award contract for furnishing the Hampden County Training School with bituminous and buckwheat coal to CONVERSE-CARLISLE COAL COMPANY.

Voted to Award
Contract

Ordered, County Treasurer authorized and directed to pay \$515.21 to Town of Palmer on acct. of County's proportion of cost of work done on Bondsville Road. Case No. 9 - 1939.

Order

Eugene Lamoureux, released from Hampden County Training School on parole.

Released from Train-
ing School on parole.

Order to arrest Michael J. O'Connor of Holyoke, holder of a release on parole.

Order to Arrest

July 5, 1939

Ordered, County Treasurer authorized and directed to pay sum of \$1,043.55 to City of Springfield on acct. of County's proportion of cost of work done on Parker Street. Case No. 55 - 1938.

Order

July 6, 1939

Order passed by Board of Aldermen, April 10, 1939, by the Common Council, April 24, 1939, and approved by the Mayor (City of Springfield) April 24, 1939, changing name of Mill Street extending from Orange Street northeasterly to Hancock Street, to Hancock Street.

Re-Naming Street

Notice from City of Springfield - On June 27, 1939 the following street name was changed.
Warren Avenue to Warren Place.

Re-Naming Street

Order passed by Board of Aldermen March 6, 1939, by the Common Council March 13, 1939 and approved by the Mayor (City of Springfield) March 13, 1939: That way extending from Main Street in the Indian Orchard District across the Chicopee River to West Street in the town of Ludlow be hereafter known as River Street.

Re-Naming Street

June Meeting 1939

Orders

July 12, 1939

Ordered, County Treasurer authorized and directed to pay \$2,172.19 to City of Chicopee on acct. of County's proportion of cost of work done on Meadow Street. Case No. 59 - 1938.

Ordered, County Treasurer authorized and directed to pay \$61.32 to Town of Longmeadow on account of County's proportion of cost of work done on Williams Street. Case No. 33 - 1938.

Ordered, County Treasurer authorized and directed to pay \$468.51 to Town of Ludlow on acct. of County's proportion of cost of work done on East Street. Case No. 15 - 1938.

Ordered that the sum of \$77.49 which is balance of County's proportion of cost of work done on Main Street be paid from County Treasury to Town of Monson. Case No. 46 - 1938.

Order to Arrest.

July 15, 1939

Order to arrest holder of parole, DENNIS HOTTE. (Training School).

Orders

July 19, 1939

Ordered, County Treasurer authorized and directed to pay \$173.93 to Town of Longmeadow on acct. of County's proportion of cost of work done on Williams Street. Case No. 33 - 1938.

Ordered, County Treasurer authorized and directed to pay \$338.62 to Town of Ludlow on acct. of County's proportion of cost of work done on East Street. Case No. 15 - 1938.

Ordered, County Treasurer authorized and directed to pay \$1,309.84 to City of Springfield on acct. of County's proportion of cost of work done on Parker Street. Case No. 55 - 1938.

Ordered, County Treasurer authorized and directed to pay sum of \$647.99 to City of Westfield on acct. of County's proportion of cost of work done on Great River Bridge over the Westfield River. Case No. 54 - 1938.

Re-naming Street

July 26, 1939

Order passed by Board of Aldermen, Common Council and approved by Mayor (Springfield) changing name of highway known as Rifle St., extending from Allen St. northerly to Walnut St. at Hickory St. TO Allen St.

New Numbers

New numbers on Rifle Street (Springfield) from Hancock Street to Allen Street.

Re-naming Street

Order passed by Board of Aldermen, Common Council and approved by Mayor (Springfield) changing name of highway known as Mill St. extending from Hancock St. northeasterly to Walnut Street TO Rifle Street.

Re-naming Street

Notice from City of Springfield. Highway known as Pinecrest Street extending from Page Boulevard to El Paso Street changed to El Paso Street.

Re-naming Street

Notice from City of Springfield. Highway known as Raymond Avenue extending northwesterly from Carew Street 294.40 feet changed to Raymond Place.

June Meeting 1939

July 27, 1939

Ordered, County Treasurer authorized and directed to pay \$215.72 to Town of East Longmeadow on acct. of County's proportion of cost of work done on Elm Street and Maple Street. Case No. 11 - 1938.

Orders

Ordered, County Treasurer authorized and directed to pay \$270.00 to the Town of Ludlow on acct. of County's proportion of cost of work done on East Street. Case No. 15 - 1938.

Ordered, County Treasurer authorized and directed to pay \$1,667.17 to the Town of Palmer on acct. of County's proportion of cost of work done on Bondsville Road. Case No. 9 - 1939.

Ordered, County Treasurer authorized and directed to pay \$582.11 to City of Springfield on acct. of County's proportion of cost of work done on Parker Street. Case No. 55 - 1938.

Ordered, County Treasurer authorized and directed to pay \$1,443.51 to City of Westfield on acct. of County's proportion of cost of work done on Great River Bridge over the Westfield River. Case No. 54 - 1938.

Order to arrest Edward F. Kennedy, Jr., holder of a release on parole.

Order to Arrest

Order to arrest Martin Sagan of Chicopee, holder of a release on parole.

Order to Arrest

Order to arrest Francis A. Storey of Holyoke, holder of a release on parole.

Order to Arrest

August 2, 1939

Order to arrest Roger Hogan of Holyoke, holder of a release on parole.

Order to Arrest

Order to arrest Elliot J. O'Dell of Springfield, holder of a release on parole.

Order to Arrest

Ordered, County Treasurer authorized and directed to pay \$212.50 to the Town of Brimfield on acct. of County's proportion of cost of work done on Brimfield Road. Case No. 28 - 1938.

Order

August 9, 1939

Voted to increase salary of certain employees at the Hampden County Jail.

Vote to Increase Salaries

Apportionment of County Tax for the year 1939.
(See corrected apportionment on August 25, 1939.)

Apportionment of County Tax

COUNTY OF HAMPDEN

COUNTY TAX 1939

Agawam	\$12,032.63
Blandford	1,024.05
Brimfield	1,365.40
Chester	1,877.43
Chicopee	56,749.64
East Longmeadow	5,376.28
Granville	2,389.45
Hampden	1,024.05

June Meeting 1939

Holland	\$ 341.35
Holyoke	108,975.50
Longmeadow	16,984.22
Ludlow	12,288.64
Monson	4,693.57
Montgomery	426.68
Palmer	10,667.22
Russell	4,096.21
Southwick	2,645.47
Springfield	351,846.79
Tolland	512.02
Wales	512.02
West Springfield	33,111.07
Westfield	27,308.09
Wilbraham	4,352.22
	<u>\$660,600.00</u>

Brought in to County Commissioners by Mr. Bearse on August 16, 1939.

To be paid on or before November 1, 1939.

Warrants issued August 16, 1939 - Sent to each Town and City Clerk.

Orders

August 16, 1939

Ordered, County Treasurer authorized and directed to pay sum of \$453.58 to Town of East Longmeadow on acct. of County's proportion of cost of work done on Elm and Maple Streets. Case No. 11 - 1938.

Ordered, County Treasurer authorized and directed to pay sum of \$210.66 to Town of Longmeadow on acct. of County's proportion of cost of work done on Williams Street. Case No. 33 - 1938.

Ordered, County Treasurer authorized and directed to pay \$382.19 to Town of Ludlow on acct. of County's proportion of cost of work done on East Street. Case No. 15 - 1938.

Ordered, County Treasurer authorized and directed to pay sum of \$166.95 to Town of Palmer on acct. of County's proportion of cost of work done on Bonds-ville Road. Case No. 9 - 1939.

Ordered, County Treasurer authorized and directed to pay sum of \$1,844.36 to City of Springfield on acct. of County's proportion of cost of work done on Parker Street. Case No. 55 - 1938.

Voted to Accept Bid

August 17, 1939

Voted to accept bid of R.A.RUPPERT COMPANY of Holyoke, to furnish and install 16 ounce Lead Coated Copper Roofing with copper cleats, etc. on four roof dormers on Sheriff's dwelling and four roof dormers on laundry and women's building, for sum of \$940.00.

Voted to Pay Money, on Note

August 23, 1939

Voted, County Treasurer authorized and directed to pay sum of \$2,055.00 to Edward A. Appleton, same being for principal and interest due him on a note of the County of Hampden, due January 1, 1924, and recently presented for payment.

August 23, 1939

Voted, County Treasurer authorized to sell Pennsylvania Power & Light Company bonds called and to purchase \$10,000. Province of Quebec 3% serial bonds of 1951, in the name of the County of Hampden, Mass., War Chest Fund.

Purchase and
Sale of Bonds.

Ordered that the sum of \$157.50 which is balance of County's proportion of cost of work done on Brookfield Road be paid from County Treasury to Town of Brimfield. Case No. 28 - 1938.

Orders

Ordered, County Treasurer authorized and directed to pay \$162.12 to Town of Longmeadow on acct. of County's proportion of cost of work done on Williams Street. Case No. 33 - 1938.

Ordered, County Treasurer authorized and directed to pay \$707.47 to Town of Ludlow on acct. of County's proportion of cost of work done on East Street. Case No. 15 - 1938.

Ordered, County Treasurer authorized and directed to pay \$239.81 to Town of Palmer on acct. of County's proportion of cost of work done on Bondsville Road. Case No. 9 - 1939.

August 24, 1939

Highway known as Michigan Boulevard extending southeasterly 850 feet from Berkshire Avenue, changed to Michigan Street.

Re-naming Street.

CORRECTED APPORTIONMENT of County Tax for the
year 1939.

Corrected
Apportionment
County Tax

COUNTY OF HAMPDEN

COUNTY TAX 1939.

Agawam	\$12,032.63
Blandford	1,024.05
Brimfield	1,365.41
Chester	1,877.43
Chicopee	56,749.64
East Longmeadow	5,376.28
Granville	2,389.46
Hampden	1,024.05
Holland	341.35
Holyoke	108,976.39
Longmeadow	16,982.22
Ludlow	12,288.64
Monson	4,693.58
Montgomery	426.69
Palmer	10,667.23
Russell	4,096.22
Southwick	2,645.47
Springfield	351,847.80
Tolland	512.03
Wales	512.03
West Springfield	33,111.07
Westfield	27,308.10
Wilbraham	4,352.23
	<u>660,600.00</u>

Corrected Aug. 25

June Meeting 1939

Order to Arrest

August 30, 1939

Order to arrest Charles F. Lynch of Indian Orchard, holder of a release on parole.

Order to Arrest

Order to arrest Harold Dupuis of Holyoke, holder of a release on parole.

Orders

Ordered, County Treasurer authorized and directed to pay sum of \$402.10 to Town of East Longmeadow on acct. of County's proportion of cost of work done on Elm and Maple Street. Case No. 11 - 1938.

Ordered, County Treasurer authorized and directed to pay sum of \$1,558.79 to City of Springfield on acct. of County's proportion of cost of work done on Parker Street. Case No. 55 - 1938.

Ordered, County Treasurer authorized and directed to pay sum of \$757.82 to City of Westfield on acct. of County's proportion of cost of work done on Elm and North Elm Sts (Bridge over Westfield or Great River). Case No. 54 - 1938.

Westfield, State Sanatorium

September 6, 1939

Ordered, that the amount charged County of Hampden by Commonwealth of Mass., State Sanatorium, Westfield, under contract, be charged to certain cities and towns in hospital district in the total amount of \$9,400.50, also ORDERED that County Treasurer of Hampden County pay to Commonwealth of Massachusetts \$9,400.50 plus \$6,267.00 a total of \$15,667.50 on the Sanatorium Account.

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting Sept. 6, 1939.

ORDERED; That the amount charged the County of Hampden by the Commonwealth of Massachusetts, State Sanatorium at Westfield, Massachusetts, under contract under the provisions of the General Laws, Chapter 111, Section 85, as amended by the Acts of 1936, Chapter 145, be charged to the Cities and Towns in the hospital district in the following amounts:

Agawam	\$138.00
Chicopee	3,066.00
East Longmeadow	226.50
Holyoke	2,818.50
Ludlow	1,039.50
Monson	138.00
Palmer	171.00
Southwick	142.50
Westfield	1,062.00
West Springfield	276.00
Wilbraham	322.50
	<u>\$9,400.50</u>

Said amounts to be paid to the County Treasurer of the County of Hampden on or before September 30, 1939. It is also ordered that the County Treasurer of the County of Hampden pay to the Commonwealth of Massachusetts the above sum of Nine Thousand Four Hundred Dollars and Fifty Cents (\$9,400.50) plus the sum of Six Thousand Two Hundred Sixty-seven Dollars (\$6,267.00), a total of Fifteen Thousand Six Hundred Sixty-seven Dollars and Fifty Cents (\$15,667.50) on the Sanatorium account.

Charles W. Bray)
 Thos. J. Costello) County
 Edward J. Stapleton) Commissioners
 of the County
 of Hampden.

September 6, 1939

Voted to award County of Hampden Notes 673 to 684 inclusive, dated Sept. 7/39, due Nov. 8/39, aggregating \$200,000.00 to THIRD NATIONAL BANK AND TRUST COMPANY of Springfield, at .40 percent discount.

Voted to Award Notes

Order to arrest Lionel E. Jodoin, Alais, of Springfield, holder of a Permit to be at liberty.

Order to Arrest

Ordered, that the sum of \$1,620.40 which is balance of County's proportion of cost of work done on East Street and Granby Road be paid from County Treasury to City of Chicopee. Case No. 89 and No. 90 - 1937.

Orders

Ordered, County Treasurer authorized and directed to pay sum of \$274.24 to Town of East Longmeadow on acct. of County's proportion of cost of work done on Elm and Maple Streets. Case No. 11 - 1938.

Ordered, County Treasurer authorized and directed to pay sum of \$326.60 to Town of Longmeadow on account of County's proportion of cost of work done on Williams Street. Case No. 33-1938.

Ordered, County Treasurer authorized and directed to pay sum of \$626.83 to Town of Ludlow on acct. of County's proportion of cost of work done on East Street. Case No. 15 - 1938.

Ordered, County Treasurer authorized and directed to pay \$13.42 to Town of Palmer on acct. of County's proportion of cost of work done on Belchertown, Thorndike, Forest Lake, Red Bridge Roads, etc. Case No. 19 - 1938.

Ordered, County Treasurer authorized and directed to pay sum of \$672.19 to City of Springfield on acct. of County's proportion of cost of work done on Parker Street. Case No. 55 - 1938.

September 13, 1939

John E. Eaton, released from Hampden County Training School on parole.

Released from Training School on parole

Ordered that the sum of \$800.00 which is balance of County's proportion of cost of work done on New Boston Road be paid from County Treasury to Town of Tolland. Case No. 36 - 1938.

Orders

Ordered, County Treasurer authorized and directed to pay sum of \$357.86 to Town of West Springfield on acct. of County's proportion of cost of work done on River Street. Case No. 43 - 1938.

September 20, 1939

Reappointment of Helen Z. Greeley as Third Assistant Clerk of the Courts for Hampden County, approved.

Re-appointment Helen Z. Greeley, approved.

June Meeting 1939

Orders

September 20, 1939

Ordered, County Treasurer authorized and directed to pay sum of \$258.46 to Town of East Longmeadow on acct. of County's proportion of cost of work done on Maple & Elm Streets. Case No. 11 - 1938.

Ordered, County Treasurer authorized and directed to pay sum of \$818.61 to Town of Longmeadow on acct. of County's proportion of cost of work done on Williams Street. Case No. 33 - 1938.

Ordered, County Treasurer authorized and directed to pay sum of \$448.97 to Town of Ludlow on acct. of County's proportion of cost of work done on East Street. Case No. 15 - 1938.

Ordered, County Treasurer authorized and directed to pay sum of \$2,490.07 to the City of Springfield on acct. of County's proportion of cost of work done on Parker Street. Case No. 55-1938.

Ordered, County Treasurer authorized and directed to pay sum of \$689.96 to Town of West Springfield on acct. of County's proportion of cost of work done on River Street. Case No. 43-1938.

Voted to Grant
easement.

Voted, that in consideration of the payment of \$3,600.00 by the City of Springfield to the County of Hampden, the County Comms. do grant to said City an easement in and upon the property of the County for the purpose of constructing and thereafter maintaining a pressure sewer from York St. in Soffd. southeasterly through land of the County to Columbus Avenue as shown on plans.

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: -

County Commissioners' Meeting September 20, 1939

WHEREAS, the City of Springfield is desirous of constructing a pressure sewer from York Street in Springfield southeasterly through land of the County of Hampden to Columbus Avenue as shown on plans entitled "Springfield, Mass., Department of Streets and Engineering, CONNECTICUT RIVER INTERCEPTING SEWER, York St. to Locust St. Scale 1" - 20', Jan. 1939", and thereafter maintaining and keeping the same in repair;

AND WHEREAS, such an operation will occasion certain loss, damage or expense to the County such as repairing the wire fence and restoration of the wall, damage to crops, relocation of sanitary sewer, and relaying of sidewalk on the Jail property, all of which items amount to THREE THOUSAND SIX HUNDRED DOLLARS (\$3,600.).

NOW THEREFORE, it is VOTED that in consideration of the payment of said sum of \$3,600.00 by the City of Springfield to the County of Hampden, the County Commissioners do grant to said City an easement in and upon the property of the County for the purpose of constructing and thereafter maintaining the said sewer as aforesaid.

Thos. J. Costello)
Charles W. Bray) County
Edward J. Stapleton) Commissioners
of the County
of Hampden

RELEASE AND GRANT

HAMPDEN COUNTY TO CITY OF SPRINGFIELD

INDENTURE made this 20th day of September, 1939 between the COUNTY OF HAMPDEN, Commonwealth of Massachusetts, party of the first part, hereinafter referred to as the grantor, and the CITY OF SPRINGFIELD, a municipal corporation within the County of Hampden and Commonwealth of Massachusetts, party of the second part, hereinafter referred to as the grantee.

WHEREAS the grantor is the owner in fee simple of certain land shown on a plan consisting of Sheets 1 and 2 of Plans entitled "Springfield, Mass., Department of Streets and Engineering, CONNECTICUT RIVER INTERCEPTING SEWER, York St. to Locust St. Scale 1" - 20', Jan. 1939", said plans being now on file in the Department of Streets and Engineering, Engineering Division, Springfield, Massachusetts, and

WHEREAS the grantee is desirous of constructing a pressure sewer from York Street in Springfield, Mass. southerly to land of the New York, New Haven and Hartford Railroad Company and southeasterly through land of the County of Hampden to Columbus Avenue as shown on plans entitled "Springfield, Mass., Department of Streets and Engineering, CONNECTICUT RIVER INTERCEPTING SEWER, York St. to Locust St. Scale 1" - 20', Jan. 1939", said plans being now on file in the Engineering Division of the Department of Streets and Engineering, Springfield, Massachusetts, and

WHEREAS the center line of said sewer is to be constructed according to the center line shown on said above mentioned plans, and

WHEREAS the grantor has agreed, in consideration of thirty-six hundred dollars (\$3600.00) paid by the grantee, the receipt of which by the grantor is hereby acknowledged, to grant to the grantee an easement for constructing, maintaining and repairing said pressure sewer,

NOW THIS INDENTURE WITNESSETH:

That, in consideration of said thirty-six hundred dollars (\$3600.00) paid by the grantee to the grantor, the grantor hereby grants unto the grantee, its successors and assigns, full and free right and authority to construct, maintain and repair said pressure sewer; that the said County of Hampden, Commonwealth of Massachusetts, in consideration of said thirty-six hundred dollars (\$3600.00) to it paid by the City of Springfield, hereby releases the said city from all claims for damages or awards arising out of the aforesaid construction, maintenance and repair of said pressure sewer, except for such other damage as may be done to fences and structures by the contractor during the construction of said sewer. As to such items of damage, the city hereby agrees to restore the property of the county to substantially the same condition as it was prior to the construction.

IN WITNESS WHEREOF the said County of Hampden has caused these presents to be signed by Charles W. Bray, Thomas J. Costello and Edward J. Stapleton, its County Commissioners, and the said City

June Meeting 1939

of Springfield has caused its corporate seal to be hereto affixed and these presents to be signed in its name and behalf by Roger L. Putnam, its mayor, the day and year first above written.

COUNTY OF HAMPDEN

By Charles W. Bray
Thos. J. Costello
Edward J. Stapleton
County Commissioners

CITY OF SPRINGFIELD

By Roger L. Putnam
Mayor

(Seal)

In proper form and
property executed:

James M. Carroll
Assistant City Solicitor

(Seal)

INDENTURE made this 20th day of September , 1939
between the COUNTY OF HAMPDEN, Commonwealth of Massachusetts, party of
the first part, hereinafter referred to as the grantor, and the CITY
OF SPRINGFIELD, a municipal corporation within the County of Hampden
and Commonwealth of Massachusetts, party of the second part, herein-
after referred to as the grantee,

WHEREAS the grantor is the owner in fee simple of certain
land shown on Sheets No. 7 and 8 of a set of plans entitled "Spring-
field, Mass., Department of Streets and Engineering, CONNECTICUT RIVER
FLOOD CONTROL, PROPOSED DIKEWORK, Elm Street to South End Bridge,
Scale 1" = 20', June 1929", said plans being now on file in the Depart-
ment of Streets and Engineering, Engineering Division, Springfield,
Massachusetts, and

WHEREAS said plans show certain areas of the lands of the
grantor in which easements were taken by the City of Springfield by
an order of the City Council, approved by the Mayor July 17, 1939, for
the purpose of constructing dike work protection from floods of the
Connecticut River, and

WHEREAS the Engineers of the United States Army propose to
build on the land through which said easements run certain dike work
protection as shown on plans entitled "Connecticut River Flood Control
Project, SPRINGFIELD, MASS. Connecticut River, Massachusetts, Plans
for the Construction of Local Protection Works, Fiscal Year 1939
Section, Item S.2 South End Dike Section-Contract War Department,
Corps of Engineers, U. S. Army, U. S. Engineer Office, Providence,
Rhode Island, April 1939", said plans being now on file in the Depart-
ment of Streets and Engineering, Engineering Division, Springfield,
Massachusetts, and

WHEREAS the grantor has agreed, in consideration of one
dollar (\$1.00) paid by the grantee, the receipt of which by the
grantor is hereby acknowledged, and other valuable considerations
hereinafter mentioned, to grant to the grantee an easement for con-
structing, maintaining and repairing said dike work,

NOW THIS INDENTURE WITNESSETH:

That, in consideration of said one dollar (\$1.00) paid by the grantee to the grantor, and the other valuable considerations, the grantor hereby grants unto the grantee, its successors and assigns, full and free right and authority to construct, maintain and repair said dikework; that the said County of Hampden, Commonwealth of Massachusetts, in consideration of said one dollar (\$1.00) to it paid by the City of Springfield, and other valuable considerations, hereby releases the said city from all claims for damages or awards arising out of the aforesaid construction, maintenance and repair of said dikework.

IT IS UNDERSTOOD AND AGREED between the parties that in the event the spur railroad track now on the land of the said County is disturbed by the construction of the aforesaid dike, the city will, at its own expense, rebuild the track in approximately the same location so that the County will have substantially the same railroad facilities as now enjoyed.

IN WITNESS WHEREOF the said County of Hampden has caused these presents to be signed by Charles W. Bray, Thomas J. Costello and Edward J. Stapleton, its County Commissioners, and the said City of Springfield has caused its corporate seal to be hereto affixed and these presents to be signed in its name and behalf by Roger L. Putnam, its mayor, the day and year first above written.

COUNTY OF HAMPDEN

By Charles W. Bray
Thos. J. Costello
Edward J. Stapleton
County Commissioners

CITY OF SPRINGFIELD

By Roger L. Putnam
Mayor

(Seal)

(Seal)

In proper form and properly executed:

James M. Carroll
Assistant City Solicitor

September 27, 1939

Ordered that the sum of \$249.05 which is balance of County's proportion of cost of work done on Wales Road and State Avenue be paid from County Treasury to Town of Monson. Case No. 47 - 1938.

Ordered, that the sum of \$250.00 be paid from County Treasury to Town of Monson for work done on State Avenue (guard rail). Case No. 48-1938.

Orders

Damages Done
By Dogs

Land Damages

June Meeting 1939

Sundry Accounts

Sundry accounts being presented, are allowed, and the same amounting to the sum of

September 27, 1939

Hampden, ss:

Judgment is entered up according to reports etc., and all matters not acted upon are ordered to be continued and this meeting adjourned without day.

Attest:

CLERK.



HALL OF JUSTICE
50 STATE STREET
SPRINGFIELD, MA 01103-2021

The Commonwealth of Massachusetts
COUNTY OF HAMPDEN
REGISTER OF DEEDS
DONALD E. ASHE

TELEPHONE
(413) 755-1722 / 784-0479
FAX (413) 731-8190

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intentionally left blank

The Commonwealth of Massachusetts

Hampden, ss:

At a meeting of the County Commissioners begun and holden at Springfield, within and for said County of Hampden, on the first Tuesday of October, being the third day of said month, and from time to time to the twentieth day of December in the year of our Lord One Thousand Nine Hundred and Thirty-Nine.

Present:

Charles W. Bray, Esquire, Chairman	} County Commissioners
Thomas J. Costello, Esquire	
Edward J. Stapleton, Esquire	

The following case was dismissed without prejudice:

No. 48 Selectmen of the Town of Palmer, Petrs. for specific repairs on Forest Lake Road, Park Street, Three Rivers-Bondsville Road and Red Bridge Road, and for aid.

Dismissed
Without
Prejudice

48

DECREE DISMISSING PETITION

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting December 20, 1939

In the matter of the petition of the Selectmen of the Town of Palmer for specific repairs on Forest Lake Road, Park Street, Three Rivers-Bondsville Road and Red Bridge Road, and for aid, it appearing that under date of December 7, 1939, the petitioners requested the dismissal of said petition, it is ORDERED, ADJUDGED AND DECREED that said petition be and the same is hereby dismissed without prejudice.

Charles W. Bray

Thos. J. Costello

Edward J. Stapleton

County Commissioners of the
County of Hampden.

83 State Street,
Springfield, Mass.,
July 12, 1937.

To The Honorable Board of Commissioners
for the County of Hampden.

Gentlemen:

We are desirous of constructing a dam on a brook running through our property for the creation of a swimming pool. This property is known as Camp John Robinson, and is situated in Westfield, Mass., on the Northerly side of Pontoosic Road, about seven-tenths of a mile West of Great Brook Bridge. This brook runs Northerly from the Preventorium property across Pontoosic Road, through our property and into Slab Brook.

We hereby pray that your Honorable Board may grant us permission to construct this dam in accordance with the plans and specifications submitted herewith.

Respectfully yours,

The Hampden Council of the Boy Scouts of America,

George E. Howard, Pres't.

The Hampden Council of the Boy Scouts of America, Petrs. for approval of plan and specifications for the construction of a dam on brook running through their property known as Camp John Robinson in Westfield on northerly side of Pontoosic Rd, about .7 of a mile West of Great Brook Bridge; said brook running northerly from the Preventorium property across Pontoosic Road, through their property and into Slab Brook.

7

Plan in Book 10,
Page 126

Revised Plan

The foregoing petition was entered on the 16th day of July 1937, and due proceedings having been had thereon, the following Specifications were filed July 16, 1937; Report of Engineer was filed on July 19, 1937; Interlocutory Decree was filed on July 21, 1937; Revised Specifications were filed on April 26, 1938; Report of Engineer on Revised Specifications and Plan were filed on April 30, 1938; Order Revoking Interlocutory Decree was filed May 11, 1938; Interlocutory Decree Approving Revised Plan and Specifications was filed on May 11, 1938; Final Report of Engineer was filed on October 9, 1939; Final Decree was filed on December 13, 1939; to wit:

CAMP JOHN ROBINSON

WESTFIELD, MASS.

Specifications of Dam.

1. CONCRETE CORE:

The core wall shall be constructed of reinforced concrete. The concrete shall be of 1:2-1/2:5 mix of Portland cement, sharp sand and 1" gravel. The reinforcing shall be of 3/4" steel deformed bars placed the entire length and height of wall, 16" on center both ways and 2" in from downstream face of wall. Across that area of the wall which bottom thereof shall lie below the brook bed there shall be placed another set of 3/4" steel deformed bars 2" in from upstream face of wall, the entire height thereof, and 16" on center both ways.

The bottom of the wall shall have a bearing at least 18" below the natural ground line at all points and at least that part which shall lie below the bed of the brook shall have a bearing on ledge or at least 12" into hardpan.

2. POND DRAIN AND OVERFLOW:

There shall be placed within the dam a drain of 10" case iron bell and spigot pipe with a 10" gate connected thereto at the toe of the upstream dam slope with a suitable riser connection to conveniently operate said gate at water surface and there shall also be connected into said drain a 10" cast iron riser overflow, the top of which shall be set 2" below the spillway flowline. The slope directly below the downstream end of the drain shall be rip-rapped with stone. The joints of the cast iron pipe shall be tightly caulked with rope yard and cement.

3. SPILLWAY:

There shall be constructed a spillway of concrete bottom and sides at the West end of dam and the flow line shall be set at 12" below the top of the concrete core.

4. DAM FILL:

The natural ground surface to be occupied by the fill shall be freed of loam, roots and stumps and the clean soil below shall be loosened to allow a bond with the new fill and the whole fill, both sides of the core shall be of clean material, free of roots, stumps or stones and shall be made in well temped layers to form an impervious mass.

The top of the dam shall be 24" above the concrete core and the downstream slope shall be 2 to 1 whereas the upstream slope shall be 2-1/2 to 1.

5. The whole construction shall be completed in a workmanlike manner in accordance with the above specifications and plan hereto attached.

HAMPDEN COUNTY
APPROVED
Jul 21 1937
Thos. J. Costello
Chas. W. Bray
Margaret V. Donahue
County Commissioners

REPORT OF ENGINEER

July 17, 1937

The Hon. The Board of County Commissioners
Hampden County, Court House
Springfield, Massachusetts

Thomas J. Costello, Chairman,

Dear Sir:

I have examined the plans and specifications for the construction of a swimming pool dam in Westfield which were filed for your approval on July 16, 1937 by the Hampden Council, Boy Scouts of America, and report as follows:

The dam is to be located on the grounds of the Boy Scout camp on the Pontoosic Road, directly opposite the County Preventorium.

It will be built on a small brook which rises on the westerly slope of Provin Mountain and flows westerly about one-half mile, emptying into Great Brook, a tributary of Little River. The drainage area at the site of the dam is very small, being somewhat less than one-third of a square mile.

The dam will be an earthen embankment about eighty-five feet in length, fourteen feet in height and five feet in width on top, with slopes of 1 on 2-1/2 upstream and 1 on 2 downstream. A reinforced concrete core wall, one foot in thickness will extend through the entire length of the dam, from below the natural ground surface to a foot above the water level. For a distance across the bed of the brook, the core wall will rest on the ledge rock.

A concrete spillway channel four feet in width and three feet in depth will extend from the pond surface to the bed of the brook at the westerly end of the dam.

A combination drain and overflow of ten inch case iron pipe will extend through the dam near its center.

The pond formed by the dam will have a surface area of about one-quarter of an acre and a capacity of three hundred and fifty thousand gallons.

It is recommended that the plans and specifications be approved with the provision that all concrete in the structure shall be not leaner than a 1:2-1/2:4 mix, and also that all cast iron pipe joints shall be made with lead and caulked, and then the whole joint encased

Oct. Meeting 1939

in a concrete collar six inches in thickness and sixteen inches in length to insure against the joint drawing in case of settlement.

Respectfully submitted,

James L. Tighe

INTERLOCUTORY DECREE

83 State Street,
Springfield, Mass.,
July 12, 1937.

To The Honorable Board of Commissioners
for the County of Hampden.

Gentlemen:

We are desirous of constructing a dam on a brook running through our property for the creation of a swimming pool. This property is known as Camp John Robinson, and is situated in Westfield, Mass., on the Northerly side of Pontoosic Road, about seven-tenths of a mile West of Great Brook Bridge. This brook runs Northerly from the Preventorium property across Pontoosic Road, through our property and into Slab Brook.

We hereby pray that your Honorable Board may grant us permission to construct this dam in accordance with the plans and specifications submitted herewith.

Respectfully yours,

The Hampden Council of the Boy Scouts of America.

George E. Howard, Pres't.

Hampden, ss: COUNTY COMMISSIONERS' MEETING July 21, 1937

The foregoing petition was entered on the sixteenth day of July in the year of our Lord, One Thousand Nine Hundred and Thirty-Seven, when the said petitioner filed said plans and specifications for the construction of a dam on brook running through their property known as Camp John Robinson in Westfield on northerly side of Pontoosic Road, about .7 of a mile West of Great Brook Bridge; said brook running northerly from the Preventorium property across Pontoosic Road, through their property and into Slab Brook; said plans and specifications of the proposed work having been submitted to James L. Tighe, Engineer, selected by the Board of County Commissioners, and the said James L. Tighe having reported in writing as his report is on file with the case, the Commissioners do hereby approve said plans and specifications in accordance with report of said James L. Tighe with the provision that all concrete in the structure shall be not leaner than a 1:2-1/2:4 mix, and also that all cast iron pipe joints shall be made with lead and caulked, and then the whole joint encased in a concrete collar six inches in thickness and sixteen inches in length to insure against the joint drawing in case of settlement.

Thos. J. Costello)
Charles W. Bray) County
Margaret V. Donahue) Commissioners
of the County
of Hampden.

Oct. Meeting 1939

REVISED SPECIFICATIONS

83 State St.,
Springfield, Mass.
April 25, 1938.

To the Honorable Board of Commissioners,
For the County of Hampden.

Gentlemen:

In reference to the permit granted us last year by you, to construct a dam on our property known as Camp John Robinson on Pontoosic Road in Westfield, Mass., we are about to resume construction thereof and are desirous of making revisions in the construction shown on the approved plans and specifications.

We hereby pray that your Honorable Board may grant us permission to construct this dam in accordance with the revised plans and specifications submitted herewith.

Respectfully yours,
John C. Norsk
The Hampden Council of the Boy Scouts
of America.

John C. Norsk

Arthur S. Hall
Chairman Camp Committee

CAMP JOHN ROBINSON

April 22, 1938.

PONTOOSIC ROAD

WESTFIELD, MASS.

Specifications of Dam For Proposed Swimming Pool

(1) CONCRETE CORE:

The core wall shall be constructed of reinforced concrete. The concrete shall be of 1:2-1/2:5 mix Portland cement, sharp sand and 1" gravel. The 3/4" reinforcing bars shall be 16" on center both ways and 2" in from downstream face of wall.

The bottom of the wall shall have a bearing at least 18" below the natural ground line at all points and at least that part which shall lie below the bed of the brook, shall have a bearing on ledge or at least 12" into hardpan.

(2) POND DRAIN:

There shall be placed within and thru the dam, a drain of 12" spiral riveted toncan pipe, asphalt coated inside and out, encased in 6" of concrete. A 10" gage valve shall be installed therein upstream from the core-wall with a suitable riser connection to conveniently operate said gate at top of dam. The slope just below the downstream end of the drain shall be rip-rapped with stone.

(3) SPILLWAY:

There shall be constructed a spillway of concrete sides and bottom, reinforced with 5/8" rods 24" on center both ways, and the flow line shall be set 24" below the top of the core, and a 2"x12" flash board shall be keyed into walls to bring water line to 12" below top of core.

(4) DAM FILL:

The natural ground surface to be occupied by the fill shall be freed of loam, roots and stumps and the clean soil below shall

be loosened to allow a bond with the new fill. The whole fill, both sides of the core shall be of clean material, free of roots stumps and stones and shall be made in well tamped or hydraulic layers to form an impervious mass.

The top of the dam shall be 24" above the top of concrete core and the downstream slope shall be 2 to 1 whereas the upstream slope shall be 2-1/2 to 1.

(5)

The whole construction shall be completed in a workmanlike manner in accordance with the above specifications and the plan hereto attached.

F. B. Sherman-Engineer
Springfield, Mass.

HAMPDEN COUNTY
APPROVED
May 11 1938
Thomas J. Costello
Charles W. Bray
Margaret V. Donahue
County Commissioners

REPORT OF ENGINEER
ON REVISED SPECIFICATIONS AND PLAN

April 29, 1938.

The Hon. The Board of County Commissioners
Hampden County, Court House
Springfield, Mass.

Thomas J. Costello, Chairman:

Dear Sir:

I have examined the revised plans and specifications for the construction of a swimming pool dam in Westfield which were filed for your approval on April 26, 1938 by the Hampden Council, Boy Scouts of America, and report as follows:

The dam, for which the original plans and specifications were approved by the County on July 31, 1937, will be located on the grounds of the Boy Scout camp on the Pontoosic Road, directly opposite the County Preventorium.

It will be built on a small brook which rises on the westerly slope of Provin Mountain, and flows westerly about one-half mile, emptying into Great Brook, a tributary of Little River. The drainage area at the site of the dam is very small, being somewhat less than one-third of a square mile.

The revised plans and specifications show that the dam will be an earthen embankment about 85 feet in length, 14 feet in height and 8 feet in width on top, with slopes of 1 on 2-1/2 upstream and 1 on 2 downstream. The latter slope will be cut off and shortened by the construction of a vertical reinforced concrete retaining wall 12 inches in thickness, backed up with stone.

A reinforced concrete core-wall, 16 inches in thickness at the base and 8 inches in thickness at the top will extend through the entire length of the dam from below the natural ground surface to a foot above the overflow level. That part of the core-wall across the channel of the brook will rest on ledge or will be countersunk at least one foot into hardpan.

Oct. Meeting 1939

The overflow will consist of a concrete channel 6 feet in width and 4 feet in depth extending from the top of the dam to the bed of the brook below the retaining wall. The crest of the overflow will be 4 feet below the top of the dam, with provision therein for installing a flashboard one foot in height.

Through the embankment will be laid in the natural bed of the brook, a Toncan metal 12 inch drain pipe entirely encased in concrete. At the upstream end of this pipe will be a concrete bulkhead containing a rack, and the downstream end will extend about 10 feet below the concrete retaining wall, with the space between end of pipe and wall, filled with stone.

The pond formed by the dam will have a surface area of about one-quarter of an acre and a capacity of three hundred and fifty thousand gallons.

Inasmuch as the revised plans and specifications indicate a stable structure and assuming that the work will be done in accordance therewith, it is recommended that the revised plans and specifications be approved, with the provision, however, that the the concrete retaining wall will be backed up with a heavy stone fill extending the full height of the wall and carefully surfaced to a slope not steeper than one on one.

Respectfully submitted,

James L. Tighe

ORDER REVOKING INTERLOCUTORY DECREE

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting May 11, 1938

Petition of The Hampden Council of the Boy Scouts of America for approval of plan and specifications for the construction of a dam on Camp John Robinson in Westfield.

ORDER REVOKING INTERLOCUTORY
DECREE DATED JULY 21, 1937

The Board of County Commissioners hereby order that the interlocutory decree, approving plan and specifications, dated July 21, 1937, be and hereby is revoked.

Thos. J. Costello)	
Charles W. Bray	)	County
Margaret V. Donahue	)	Commissioners
	)	of the County
	)	of Hampden

INTERLOCUTORY DECREE APPROVING REVISED
PLAN AND SPECIFICATIONS

83 State Street,
Springfield, Mass.,
July 12, 1937.

To The Honorable Board of Commissioners
for the County of Hampden.

Gentlemen:

We are desirous of constructing a dam on a brook running through our property for the creation of a swimming pool. This property is known as Camp John Robinson, and is situated in Westfield, Mass., on

Oct. Meeting 1939

the Northerly side of Pontoosic Road, about seven-tenths of a mile West of Great Brook Bridge. This brook runs Northerly from the Preventorium property across Pontoosic Road, through our property and into Slab Brook.

We hereby pray that your Honorable Board may grant us permission to construct this dam in accordance with the plans and specifications submitted herewith.

Respectfully yours,

The Hampden Council of the Boy Scouts of America.

George E. Howard, Pres't.

Hampden, ss: COUNTY COMMISSIONERS' MEETING May 11, 1938

The foregoing petition was entered on the sixteenth day of July in the year of our Lord, One Thousand Nine Hundred and Thirty-Seven.

Revised plan and specifications of the proposed work filed April 26, 1938 were submitted to James L. Tighe, Engineer, selected by the Board of County Commissioners, and the said James L. Tighe having made a report in writing on file with the case, the Commissioners do hereby approve said revised plan and specifications in accordance with said report of said James L. Tighe, with the provision, however, that the concrete retaining wall will be backed up with a heavy stone fill extending the full height of the wall and carefully surfaced to a slope not steeper than one on one.

Thomas J. Costello)
Charles W. Bray) County
Margaret V. Donahue) Commissioners
of the County
of Hampden.

FINAL REPORT OF ENGINEER

October 7, 1939

The Hon. The Board of County Commissioners
Hampden County, Court House
Springfield, Mass.

Charles W. Bray, Chairman:

Dear Sir:

I recommend for your acceptance the swimming pool dam built by the Hampden Council, Boy Scouts of America on a small tributary of Great Brook in Westfield.

This dam has been completed in accordance with the plans and specifications for the doing of the work which were approved by the County on May 11, 1938.

Respectfully submitted,

James L. Tighe

FINAL DECREE

83 State Street,
Springfield, Mass.,
July 12, 1937.

To The Honorable Board of Commissioners
for the County of Hampden.

Gentlemen:

We are desirous of constructing a dam on a brook running through our property for the creation of a swimming pool. This property

is known as Camp John Robinson, and is situated in Westfield, Mass., on the Northerly side of Pontoosic Road, about seven-tenths of a mile West of Great Brook Bridge. This brook runs Northerly from the Preventorium property across Pontoosic Road, through our property and into Slab Brook.

We hereby pray that your Honorable Board may grant us permission to construct this dam in accordance with the plans and specifications submitted herewith.

Respectfully yours,

The Hampden Council of the Boy Scouts of America.

George E. Howard, Pres't.

HAMPDEN, SS: 'COUNTY COMMISSIONERS' MEETING DECEMBER 13, 1939

The above petition, plan and specifications were filed July 16, 1937. The Plan and Specifications were referred to James L. Tighe, Engineer, who made a report in writing, dated July 17, 1937, on file with this case. On recommendation of said James L. Tighe, said plan and specifications were duly approved on July 21, 1937 with the provision that all concrete in the structure shall be not leaner than a 1:2-1/2:4 mix, and also that all cast iron pipe joints shall be made with lead and caulked, and then the whole joint encased in a concrete collar six inches in thickness and sixteen inches in length to insure against the joint drawing in case of settlement.

Revised plans and specifications were filed on April 26, 1938 which were referred to James L. Tighe, Engineer, who made a report in writing, dated April 29, 1938, on file with this case. On recommendation of said James L. Tighe, said revised plans and specifications were duly approved on May 11, 1938 with the provision, however, that the concrete retaining wall will be backed up with a heavy stone fill extending the full height of the wall and carefully surfaced to a slope not steeper than one on one.

On May 11, 1938 the County Commissioners ordered that the interlocutory decree, approving plan and specifications, dated July 21, 1937, be and hereby is revoked.

The County Commissioners have inspected the work during its progress and also employed Mr. James L. Tighe, Engineer, to superintend the work and to make a final report on same. The said James L. Tighe has made a final report in writing to the Board of County Commissioners, dated October 7, 1939, which is on file with this case, and it appearing that said revised plans and specifications have been faithfully adhered to, it is ordered that same be accepted and recorded.

Charles W. Bray)
Thos. J. Costello	)County
Edward J. Stapleton	)Commissioners
	)of the County
	)of Hampden.

Oct. Meeting 1939

City of Westfield by its Mayor and Members of the City Council, Petrs. for a thorough examination of Great River Dam or Horton Dam so-called, together with the abutments and other structures appurtenant thereto.

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TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

The City of Westfield by its Mayor and Members of the City Council hereby petitions the County Commissioners for an examination of the dam across the Westfield River, known as Great River Dam or Horton Dam so-called, together with the abutments, and other structures appurtenant thereto.

Your petitioners believe and allege that said dam is partially destroyed, said dam being owned by the Turners Falls Power & Electric Co., and your petitioners believe that the dam abutments and others structures appurtenant thereto are unsafe, in bad condition and a menace.

Wherefore, your petitioners pray that a thorough examination be made in the above matter.

Dated this 18th day of October, 1938.

Signed: Raymond H. Cowing, Mayor

George E. Brady

Chas. J. Iles

Herbert R. Thorpe

John P. Buschmann

Robt. C. Loomis

Clarence H. Fuller

John P. Curran

Charles F. Ely

Edward E. Krom

Arthur B. Long

James A. Atwater

Members

of

City

Council

The foregoing petition was entered on the 2nd day of November 1938 as of October 18, 1938, and due proceedings having been had thereon, the following Report of Engineer was filed on November 15, 1938; Final Report of Engineer was filed on October 2, 1939; Final Decree was filed on December 20, 1939, to wit:

REPORT OF ENGINEER

November 14, 1938

The Hon. The Board of County Commissioners,
Hampden County, Court House,
Springfield, Mass.

Thomas J. Costello, Chairman,

Dear Sir:

In accordance with your instructions I have made an examination of the dam, including its abutments etc., across the Westfield River known as Great River Dam or Horton Dam, so called, (said examination being petitioned for by the Mayor and Members of the City Council of the city of Westfield on Oct. 18th, 1939) and report as follows:

The dam in question is located a short distance down stream from the Elm St. Bridge which connects Elm and North Elm Sts. in Westfield. It has a drainage area contributory of 365 sq. miles and is a timber spillway structure 400 odd feet in length, and about 7 feet in height. The structure is laid on ledge, except for a distance of 80 feet, or

thereabouts, from its south end, where it is laid on piles driven into a sand and gravel foundation.

Both abutments of the dam are built of heavy stone masonry. These abutments also act as retaining walls, especially the south abutment, to support the made ground behind them. The south abutment appears to be built on a pile foundation, with the piles driven through sand and gravel to bed-rock. It is about 25 feet in height to the level of the surface of the ground above, and has 3 culverts or openings through it, two of which 5-1/2 x 8 feet each in size, known as the forebay inlets, lie side by side, about 27 feet upstream from the dam, and the 3rd, known as the tailrace, 75 feet downstream from the dam. The two inlets conveyed the water from the river to the forebay, from which it was taken in penstocks to the wheels and returned again to the river through the tailrace opening.

In the great flood, which occurred in March 1936, at a point about 100 feet from the north end of the dam, a section of the crest, some 20 feet in length, was carried away by the flood water. Later, when it was seen that the gap thus made in the crest was not being repaired, the County sent a letter to the owner drawing his attention to the matter. This letter was answered by the owner on Nov. 22nd, 1937 in which the following statement was made.

"We have no present intentions of repairing or further maintaining this particular dam, as we find the cost of adequate maintenance to be more than the output is worth".

From the above it is seen that it was not the intention of the owner to make any repairs or maintain the dam henceforth.

As a result the structure at present is in a rather ragged and dilapidated condition. Part of it has gone out already and part of it has been removed. That which is still in place will, eventually, break up through disintegration and be carried away in flood flow, thus, possibly causing damage to bridges and dams on the river downstream.

To prevent this it is recommended that the owner take down and remove all of the woodwork of the dam from the river bed, including foundation sills, iron pins, dowells, rods etc. It is also recommended that the downstream end of the north abutment of the dam, where some stones have fallen out of place, be repaired and made stable. It is also recommended that the two inlet and the tailrace openings, through the south abutment, be properly sealed up, and the foundation of the abutment, around and between the inlets and tailrace, be thoroughly protected by gravel-fill and stone rip-rap, if necessary, so that there may be no leakage or wash through the abutment foundation piles.

Respectfully submitted,

James L. Tighe

Oct. Meeting 1939

FINAL REPORT OF ENGINEER

September 30, 1939

The Hon. The Board of County Commissioners
Hampden County, Court House
Springfield, Mass.

Charles W. Bray, Chairman:

Dear Sir:

I wish to report that the Turners Falls Power and Electric Company dam across the Westfield River in Westfield, known as the old Horton dam, has been taken down and removed completely from the river bed, as was recommended by the County.

Respectfully submitted,

James L. Tighe

FINAL DECREE

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting December 20, 1939

In the matter of the petition of the City of Westfield by its Mayor and Members of the City Council, for a thorough examination of Great River Dam or Horton Dam so-called, together with the abutments and other structures appurtenant thereto.

Petition was filed November 2, 1938 and was thereupon referred to James L. Tighe, Engineer, who made a report in writing dated November 14, 1938, on file with this case, and said report made the following recommendations:

"That the owner take down and remove all of the woodwork of the dam from the river bed, including foundation sills, iron pins, dowells, rods etc., that the downstream end of the north abutment of the dam, where some stones have fallen out of place, be repaired and made stable, and that the two inlet and the tailrace openings, through the south abutment, be properly sealed up, and the foundation of the abutment, around and between the inlets and tailrace, be thoroughly protected by gravel-fill and stone rip-rap, if necessary, so that there may be no leakage or wash through the abutment foundation piles."

Under date of November 17, 1938, in a letter to C. F. Mosher, General Superintendent of the Turners Falls Power & Electric Company, the County Commissioners informed the said Turners Falls Power & Electric Company of the County Engineer's recommendations and ordered the same carried out.

The County Commissioners inspected the work of removal during its progress and also employed James L. Tighe, Engineer, to superintend the work and to make a final report on same. The said James L. Tighe has made a final report in writing to the Board of County Commissioners, dated September 30, 1939, which is on file with this case, and it appearing that the Turners Falls Power & Electric Company's dam across the Westfield River in Westfield has been taken down and removed completely from the river bed in accordance with the recommendations con-

Oct. Meeting 1939

tained in the said report dated November 14, 1938, it is ORDERED that said final report be accepted and recorded.

Charles W. Bray)
Thos. J. Costello) County
Edward J. Stapleton) Commissioners
of the County
of Hampden

County Commissioners
Hampden County
Springfield, Mass.

Gentlemen:

We are sending herewith, for your approval, two prints of our drawing No. 1392-3, showing the details for repairs to the Holland dam of the Ames Worsted Company.

This dam is located in the town of Holland, Mass.

The core is to be built of selected materials, well compacted, with shoulders of glacial till. After the road over the dam is completed by the Town, the exposed upstream face of the dam embankment is to be riprapped.

Very truly yours,

CHAS. T. MAIN, INC.

By W. F. Uhl
W. F. Uhl

The foregoing petition was entered on the 14th day of November 1938, and due proceedings having been had thereon, the following Specifications were filed November 14, 1938; Report of Engineer was filed on November 22, 1938; Interlocutory Decree was filed on November 23, 1938; Final Report of Engineer was filed on September 25, 1939; and Final Decree was filed on December 13, 1939, to wit:

S P E C I F I C A T I O N S

for

REPAIRS TO HOLLAND DAM

for the

AMES WORSTED COMPANY

SOUTHBRIDGE, MASS.

HAMPDEN COUNTY
APPROVED
Nov. 23, 1938
Thos. J. Costello
Charles W. Bray
Margaret V. Donahue
County Commissioners

The work and materials called for in these specifications are to be used in making repairs to the Holland dam at Holland, Mass. for the Ames Worsted Company of Southbridge, Mass.

The site is to be cleaned of all foreign material, and loose materials. A core trench excavated to impervious materials. The old cutoff wall is to be pointed up on the upstream side. The core filling is to be of selected materials and is to be well compacted by rolling.

The shoulders are to be of glacial till compacted by truck and bull dozer operations.

A wing wall is to be built up stream as shown on the drawing.

After the road filling is completed by the town, the exposed upstream face of the dam is to be riprapped to a minimum depth of 8 inches.

Chas. T. Main, Inc., Engineers.

Chas. T. Main, Inc.,
Engineers, Petrs. for
approval of plan and
specifications for
repairs to the Holland
Dam of the Ames
Worsted Company in
the Town of Holland,
Mass.

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Plan.
HIGHWAY
BOOK # 11
PAGE # 19

Oct. Meeting 1939

REPORT OF ENGINEER

November 21, 1938

The Hon. The Board of County Commissioners
Hampden County, Court House
Springfield, Mass.

Thomas J. Costello, Chairman,

Dear Sir:

I have visited the site of the proposed repairs to be made at the east end of the Holland dam, examined the plans and specifications filed with the County by the owner, (The Ames Worsted Company, Southbridge, Mass.) on November 14th, 1938, for the work to be done, and report as follows:

The Holland, or, as it was formerly called, the Hamilton Reservoir dam, is located on Holland Brook in the town of Holland, at a point where the drainage area contributory is about 23 square miles.

The dam is a dry stone masonry structure of heavy section, laid on a ledge foundation and backed with earth. It is 175 feet in length and 30 feet in height, having a masonry spillway section 53 feet in length.

During the great flood, which occurred, in the week beginning September 19th last, there was a washout in the ground adjoining the easterly end of the dam, and in the public highway, which passes by the dam at this point.

The plans and specifications filed are for the construction of an earthen embankment, to close the breach caused by the washout, and to make the ground adjoining the end of the dam safe against high water in the future.

The proposed embankment will be about 90 feet in length, and 15-1/2 feet in maximum height. The width on top will be 10 feet, with slopes of 1 on 2-1/2 both upstream and downstream.

The embankment will contain a core of compacted fine impervious earth, extending from impervious soil, some 5 feet below the natural ground, up to within 2 feet of the top of the embankment. The upstream and downstream shoulders of the embankment will be built of compacted glacial till, which is a mixture of earth and gravel.

Since the proposed embankment will be a stable structure having a large factor of safety, I would recommend the plans and specifications for your approval.

Respectfully submitted,

James L. Tighe

INTERLOCUTORY DECREE

CHAS. T. MAIN, INC.
Engineers
201 Devonshire Street
BOSTON, MASS.

November 4, 1938

County Commissioners
Hampden County
Springfield, Mass.

Gentlemen:

We are sending herewith, for your approval, two prints of our

drawing No. 1392-3, showing the details for repairs to the Holland dam of the Ames Worsted Company.

This dam is located in the town of Holland, Mass.

The core is to be built of selected materials, well compacted, with shoulders of glacial till. After the road over the dam is completed by the Town, the exposed upstream face of the dam embankment is to be riprapped.

Very truly yours,

CHAS. T. MAIN, INC.

By (Signed) W. F. Uhl

W. F. Uhl

Hampden ss: COUNTY COMMISSIONERS' MEETING November 23, 1938

The foregoing petition was entered on the fourteenth day of November in the year of our Lord, One Thousand Nine Hundred and Thirty-Eight, when the said petitioner filed said plan and specifications for repairs to the Holland Dam of the Ames Worsted Company in Holland, said plan and specifications of the proposed work having been submitted to James L. Tighe, Engineer, selected by the Board of County Commissioners, and the said James L. Tighe having made a report in writing on file with the case, the Commissioners do hereby approve said plan and specifications in accordance with report of said James L. Tighe.

Thos. J. Costello)
Charles W. Bray) County
Margaret V. Donahue) Commissioners
of the County
of Hampden.

FINAL REPORT OF ENGINEER

September 23, 1939

The Hon. The Board of County Commissioners
Hampden County, Court House
Springfield, Mass.

Charles W. Bray, Chairman:

Dear Sir:

I recommend for your acceptance the repairs made on the Holland dam of the Ames Worsted Company in the town of Holland. These repairs have been completed in accordance with the plans and specifications approved by the County on November 23, 1938.

Respectfully submitted,

James L. Tighe

FINAL DECREE

CHAS. T. MAIN, INC.
Engineers
201 Devonshire Street
BOSTON, MASS.

November 4, 1938

COUNTY Commissioners
Hampden County
Springfield, Mass.

Gentlemen:

We are sending herewith, for your approval, two prints of our drawing No. 1392-3, showing the details for repairs to the Holland dam of the Ames Worsted Company.

This dam is located in the town of Holland, Mass.

The core is to be built of selected materials, well compacted, with shoulders of glacial till. After the road over the dam is completed by the Town, the exposed upstream face of the dam embankment is to be repaired.

Very truly yours,

CHAS. T. MAIN, INC.

By (Signed) W. F. Uhl

W. F. Uhl

HAMPDEN, SS: COUNTY COMMISSIONERS' MEETING DECEMBER 13, 1939

The foregoing petition was entered on the fourteenth day of November in the year of our Lord, One Thousand Nine Hundred and Thirty-Eight, together with plans and specifications. Said plans and specifications were referred to James L. Tighe, Engineer, who made a report in writing, dated November 21, 1938, on file with this case. On recommendation of said James L. Tighe, said plans and specifications were duly approved on November 23, 1938.

The County Commissioners have inspected the work during its progress and also employed Mr. James L. Tighe, Engineer, to superintend the work and to make a final report on same. The said James L. Tighe has made a final report in writing to the Board of County Commissioners, dated September 23, 1939, which is on file with this case, and it appearing that said plans and specifications have been faithfully adhered to, it is ordered that same be accepted and recorded.

Charles W. Bray)
Thos. J. Costello) County
Edward J. Stapleton) Commissioners
of the County
of Hampden

October 31, 1938

Ludlow Mfg Associates
Petr. for approval
of plans and speci-
fications for erection
of a dam and embank-
ment near Alden Street
and Red Bridge Pond
in Ludlow.

County Commissioners
Hampden County
Springfield, Massachusetts
Gentlemen:

Petition for Approval of Dam at Alden Street, Ludlow

The Ludlow Manufacturing Associates of Boston, Massachusetts, with mills located at Ludlow, Massachusetts, petition for approval of plans for erection of a dam and embankment near Alden Street and Red Bridge Pond in Ludlow, Massachusetts. This construction is to replace a dike formerly forming part of Alden Street, an accepted highway in Ludlow, Massachusetts, which was washed out during the recent floods.

The engineering is being done by the forces of the Ludlow Manufacturing & Sales Company. Mr. Howard Turner, Consulting Engineer of Boston, Massachusetts, has reviewed the drawings. The contractor will be the O. W. Miller Company of Ludlow, Massachusetts.

The ultimate top grade of the embankment will be grade 285, which is two feet above the level of the recent flood waters at that location and thirteen feet above the level of the spillway at the Red Bridge Dam of the Ludlow Manufacturing Associates.

Attached is copy of the drawing and specifications.

The dam is located south of Alden Street on property owned by or in process of being conveyed to the Ludlow Manufacturing Associates.

The building and location of this dam will enable the Town of Ludlow, if it so desires, to replace Alden Street on its old location but at a lower level as the necessity of its forming a dike or embankment will no longer exist.

Very truly yours,

LUDLOW MANUFACTURING ASSOCIATES

(Signed) W. M. Kichline

W. M. Kichline, Agent

WMK:AYH:YM

The foregoing petition was entered on the 13th day of December 1938, and due proceedings having been had thereon, the following Specifications were filed on December 13, 1938; Report of Engineer was filed on January 3, 1939; Interlocutory Decree was filed on January 11, 1939; Final Report of Engineer was filed on September 25, 1939; and Final Decree was filed on December 13, 1939; to wit:

SPECIFICATIONS FOR DAM
Located Near Alden St.
Ludlow, Massachusetts

General Scope of Work:

The work consists of a dam as detailed on Ludlow Mfg. & Sales Co. drawing entitled "Proposed Dam Alden St." dated October 18, 1938. The dam to consist of an earthen embankment, a portion of which contains a sheet steel piling core wall and a central section of dam consisting of a so called cellular type of steel sheet piling coffer-dam.

Steel Sheet Piling:

Used or second hand steel sheet piling may be used provided all holes are properly stopped and piling interlocks completely for the full length.

The sections to be used shall be submitted to the owners for their approval before start of work.

The section shall be of weight of 38 lbs. per running foot or 27 lbs. per square ft. of wall or heavier unless alternate available sections shall be approved by the owner.

At all points piling shall be driven to a depth of at least 12 feet below existing ground or pond bottom level, or to refusal.

The cells of the cellular type dam shall be filled with a mixture of fine gravel clay and loam to form a future impervious core wall but to have at present a firm mass to aid in the stability of the dam.

On top of the fill in each cell at top grade shown shall be placed a layer at least 18" thick of stone rip rap.

As the drawing indicates piling is driven on all four sides of each cell of the coffer-dam section approximately 135 ft. long and a single line of sheeting forming a core wall 100 ft. into the bank on the eastern side and 45 ft. into the bank on the western side.

Suitable riveted or fabricated T sections and corners made to standard specifications of manufacturer of piling section selected shall be used.

Sheet piling shall be cut at the top to grade indicated if it cannot be driven to grade.

The upstream wall of the coffer-dam and the core walls in earth fill to be cut at grade 281. The diaphragm walls in coffer dam and down stream wall of coffer dam may be cut at grade 279.

Earth Fill

Sod and any decayed vegetable matter or other objectionable material to be removed from the existing surface.

Ground shall be harrowed before placing new fill so that a satisfactory blending and bonding with new material will be made.

Fill to be placed in 12" layers and rolled with grooved roller or other methods as approved by owner to thoroughly compact the soil in accordance with best practice. Owner may require use of sufficient water to bring soil to proper consistency to obtain maximum density.

Soil used for fill to be submitted to owners for their approval.

Up stream slopes of fill to be on a grade of 3:1 and down stream slope to be 2:1. The original drawing specified 2:1 on the up stream slope therefore the additional yardage shall be paid the contractor on the unit price stated in the contract for additions or subtractions.

The contractor shall in so far as feasible place the finest material in the center sections of the bank, the next finest on the up stream slope and the coarsest on the down stream slopes.

All slopes of the fill shall be sodded.

The top of all earth fill to be leveled at grade 282.

While not part of this contract, it is the intention of the owners at some future date to raise the earth fill to grade 285 and enclose the steel coffer-dam in an earth fill of the same nature, the steel coffer-dam becoming a core wall for that section.

Slopes of earth fill to be dressed to reasonably uniform line and slope.

AYH:MHS
10-28-33

HAMPDEN COUNTY
APPROVED
Jan. 11, 1939
Charles W. Bray
Thos. J. Costello
Edward J. Stapleton
County Commissioners

REPORT OF ENGINEER

December 31, 1938

The Hon. The Board of County Commissioners
Hampden County, Court House
Springfield, Massachusetts

Thomas J. Costello, Chairman,

Dear Sir:

I have examined the plans and specifications, filed with the County on Dec. 13th, 1938 by the Ludlow Mfg. Sales Co., for the construction of an earthen dike or dam in the town of Ludlow, to take the place of the Red Bridge Reservoir dike, which was washed away in the hurricane-flood of September last.

This old dike, over the top of which Alden Street was carried, formed part of the northerly bank of the reservoir, and was distant about a half a mile upstream from the Red Bridge dam, built across the

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Chicopee River, and which forms the Red Bridge reservoir, so called. Not only was all of the old dike carried away by the flood, but the released water cut a new channel bed, from 200 to 400 feet in width, and from 5 to 25 feet in depth, running in a round-about way, westerly and southerly, through the farm-lands adjoining, finally reaching the main stream some seven or eight hundred feet below the Red Bridge dam, near to the upstream side of the highway bridge crossing the Chicopee river, at this place.

The owners, instead of re-building the old dike, decided to build a new dike or dam on another site nearer to the water edge of the reservoir, about 110 feet or thereabouts from the site of the old dike.

The new dike, when completed will be an earthen embankment about 420 feet in length and around 20 or 21 feet in its greatest height above the natural ground.

The intention of the owners is not to complete the structure at the present time, but to build it only to elevation 282, as shown on the plans, or to a height about 3 feet below the top of the structure when it will be finally completed.

In the construction work about one half the length of the dike will contain a sheet piling core wall, driven to a depth of at least 12 feet below the existing natural ground. This wall will start at the westerly end of the structure and run easterly for a stretch of 270 feet. At a point 35 feet from the westerly end, the wall will become cellular in construction, as the plans show, for a length of 135 feet, that is, two walls of steel piling will be driven parallel to each other 16 feet apart, braced at 25 foot intervals with steel piling crosswalls, and the cells thus formed packed with suitable earth-fill. This cellular stretch of wall is being placed for greater stability in the highest part of the structure. From the end of the steel piling wall, where the structure will not be over 7 or 8 feet in height, to the easterly end of the dike, a distance of around 140 feet, the structure will not contain any steel piling core wall, and will be built entirely of earth-fill.

In the construction, the embankment outside of the cellular wall stretch, slopes will be 1 on 3 on the upstream side, and 1 on 2 on the down stream side with both slopes sodded. Later, when the dike is being raised to its full height, the cellular core wall stretch, will be encased in earth-fill sloped up and downstream the same as the other part of the structure. Meanwhile this stretch will be rip-rapped with stone 18 inches in thickness over its top.

While the structure is designed for stability and safety, nevertheless, since its top when the structure is completed, will only be 2 feet above high water mark in the reservoir at the time of the hurricane-flood, it would seem to be advisable to increase the factor of safety against high water in the future, and against damage from wave action, by raising the top of the structure another foot at least (and two feet would be better) to elevation 286. This can be done at a very small extra expense by making the slopes of the embankment more

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steep above elevation 283, say 1 on 1-1/2 and narrowing somewhat the 10 foot top width which is generous and can stand some curtailment.

With this provision and assuming that the work will be done in a satisfactory manner, I recommend the plans and specifications for your approval.

Respectfully submitted,

James L. Tighe

INTERLOCUTORY DECREE

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting January 11, 1939

In the matter of the petition of the LUDLOW MANUFACTURING ASSOCIATES for approval of plans and specifications for erection of a dam and embankment near Alden Street and Red Bridge Pond in Ludlow.

Petition, plan and specifications of the proposed work were filed December 13, 1938. Said plan and specifications were referred to James L. Tighe, Engineer, selected by the County Commissioners, and the said James L. Tighe having reported in writing (his report being on file with the case), the Commissioners do hereby approve said plan and specifications in accordance with the report of said James L. Tighe, with the provision that the top of the structure be raised to elevation 286, to increase the factor of safety against high water in the future and against damage from wave action.

Charles W. Bray)
Thos. J. Costello) County
Edward J. Stapleton) Commissioners
of the County
of Hampden.

FINAL REPORT OF ENGINEER

September 23, 1939

The Hon. The Board of County Commissioners
Hampden County, Court House
Springfield, Mass.

Charles W. Bray, Chairman:

Dear Sir:

I recommend for your acceptance the dam or dike built by the Ludlow Manufacturing Associates near Alden Street on the northerly shore of the Red Bridge Pond in the town of Ludlow.

The purpose of this dike was to close off the new channel cut by the Chicopee River around the Red Bridge Dam during the hurricane-flood of September, 1938, and the work has been completed in accordance with the plans and specifications therefor which were approved by the County on January 11, 1939.

Respectfully submitted,

James L. Tighe

FINAL DECREE

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting December 13, 1939

In the matter of the petition of LUDLOW MFG ASSOCIATES for approval of plans and specifications for erection of a dam and embankment near Alden Street and Red Bridge Pond in Ludlow.

Petition, plan and specifications of the proposed work were filed December 13, 1938. Said plan and specifications were referred to James L. Tighe, Engineer, who made a report in writing, dated December 31, 1938, on file with this case.

On recommendation of said James L. Tighe, said plan and specifications were duly approved on January 11, 1939, with the provision that the top of the structure be raised to elevation 286, to increase the factor of safety against high water in the future and against damage from wave action.

The County Commissioners have inspected the work during its progress and also employed Mr. James L. Tighe, Engineer, to superintend the work and to make a report on same. The said James L. Tighe has made a final report in writing to the Board of County Commissioners, dated September 23, 1939, which is on file with this case, and it appearing that said plan and specifications have been faithfully adhered to, it is ORDERED that same be accepted and recorded.

Charles W. Bray)
Thos. J. Costello) County
Edward J. Stapleton) Commissioners
of the County
of Hampden

COMMONWEALTH OF MASSACHUSETTS

HAMPDEN, ss

December 6, 1938

TO THE HONORABLE BOARD OF COUNTY COMMISSIONERS FOR THE COUNTY OF
HAMPDEN

Gentlemen:

The Westfield River Paper Company has had prepared plans and specifications for the repair of their dam and dike which was damaged in the flood of September 1938. The contemplated work is as detailed on drawings #D-1581-1 and D-1581-2 of Harrison G. White, Engineer, and is described briefly as follows:

Replacement of the main forebay wall with a gravity concrete wall, connecting this section of wall by means of a line of steel sheet piling to the present steel sheet piling dike, backfilling as required on these two new sections of wall, relaying mill waste pipe through the forebay to connect with the present outlet at the gatehouse, miscellaneous repairs to the gatehouse, removal of debris as required and removal of top of present dam for a distance of about 200 feet to an elevation approximately two feet lower within the existing structure, including the installation of flashboards two feet high along this section of the dam. The site of this described work is on the Westfield River at the mill of the Westfield River Paper Company at Russell, Massachusetts

We hereby pray that your honorable board may grant us permission to make these repairs in accordance with the plans and specifications submitted herewith.

(signed) Paul F. Moore

PAUL F. MOORE, President
Westfield River Paper Company, Inc.

Westfield River Paper Company, Inc., Petrs. for approval of plans and specifications for the repair of their dam and dike which was damaged in the flood of September 1938.

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Plans

Highway
Book 11
Page #35-20

The foregoing petition was entered on the 16th day of December 1938, and due proceedings having been had thereon, the following Specifications were filed December 16, 1938; Report of Engineer was filed on December 30, 1938; Interlocutory Decree was filed on January 11, 1939; Final Report of Engineer was filed on September 25, 1939; and Final Decree was filed on December 13, 1939, to wit:

SPECIFICATIONS
RECONSTRUCTION OF DIKE AND ALTERATIONS TO DAM
AT

WESTFIELD RIVER PAPER COMPANY

RUSSELL, MASSACHUSETTS

Harrison G. White, Engineer
9 Andrew Street
Springfield, Mass.

1. DESCRIPTION OF WORK

The Contractor is to perform the work as indicated on the plans and in these Specifications which is described as follows:

a. Construct a gravity concrete dike to replace the section which was carried away by the flood. This new section is to be of Class "B" rubble concrete. After clearance of debris and excavation, the engineer will design a suitable cut-off at the bottom of this dike section.

b. Construct a section of dike using steel sheet piling, this dike to extend from the concrete section described in (a) to connect with the lower end of the present steel sheet piling dike.

c. The Contractor is to underpin and repair the foundations of the head gates using Class "A" concrete as directed by the Engineer.

d. The Contractor is to repair the main mill drain pipe through the forebay, replacing and installing such pipe as is necessary, and connect to the present outlet thru the head gate structure. The manholes in this line are to be repaired as necessary. The necessary supports for this pipe will be designed by the engineer.

e. Construct, with the approval of the Engineer, such temporary cofferdam as is necessary for the protection of the work.

f. A concrete cap, previously added to the original dam and approximately two feet in height, is to be removed for a distance of approximately 220 feet. This cap to be removed extends from the gate house to the slab over the original power house. Provision is to be made and pipe sleeves installed for the installation by the owner of flashboards two feet in height. After the construction of the flood control dam at Knightville on the Westfield River, the top of this dam at Russell will be restored by permanent structure to its present height. (Under a separate contract).

g. The Contractor shall excavate the debris about the power house as directed by the Engineer.

h. The new sections of dike shall be backfilled along the railroad side as shown on the plans.

1. A new concrete intake chamber is to be constructed to replace the existing wooden structure upstream from the dam.

2. GENERAL

a. In general, design, materials and construction shall conform to the latest Standard Specifications for Highway Bridges of the American Association of State Highway Officials.

3. BORINGS

a. Borings have been made at the site and the record of these borings is on file at the office of the Owner and also at the office of the Engineer.

4. EXCAVATION

a. Excavation and clearance of debris shall be made as required by the work. Any excavation which is carried below the grade established in these plans shall be replaced with concrete as directed by the Engineer.

b. Extra excavation may be ordered in the area adjacent to the hydro-electric power house.

5. BACKFILL

a. The Contractor shall backfill the new work as shown on the plans.

6. COFFERDAM

a. The Contractor is to construct a cofferdam suitable for the protection of his work which cofferdam shall have the approval of the Engineer.

7. CONCRETE

a. Class "A" concrete shall contain not less than 6-1/2 bags of cement per cubic yard nor more than 6 gallons of total mixing water per bag of cement.

b. Class "B" concrete for the gravity section of the wall shall be rubble concrete containing not less than 5 bags of cement per cubic yard of concrete exclusive of the volume of rubble stone. The volume of rubble stone shall not exceed more than 1/2 the volume of the wall.

8. STEEL SHEET PILING

a. The steel sheet piling section of the dike is to be constructed of Carnegie section M115 or of Jones & Laughlin section EDC-22. The steel sheet piles are to be new. The Contractor may, however, submit for the approval of the Engineer such used piling, straight and true for driving, as may be suitable and available. The Contractor will state the allowance to be made if the used piling is substituted for the new.

9. CUT-OFF WALL

a. After removal of debris and excavation to approximately grade, the Engineer will make an examination of the site for the purpose of furnishing a final design for a cut-off wall below the base of the gravity wall.

10. REPAIRS TO HEAD GATE STRUCTURE

a. The Contractor is to underpin and repair the foundation of the head gate structure using Class "A" concrete as directed by the Engineer.

11. REPAIRS TO DRAIN PIPE

a. The Contractor is to repair the damaged sections of the mill drain pipe in the forebay. The iron pipe section is to be replaced with 20" C.I.AWWA class "B" pipe with leaded joints. The vitrified clay pipe section is to be replaced with 18" vitrified clay pipe. Necessary repairs are to be made to the manholes in this pipe line.

12. REMOVAL OF DAM CAP

a. The cap of the present dam is to be removed as described in section 1 (f) of this Specifications. Pipe sleeves for flashboards are to be installed as directed by the Engineer.

13. RAILROAD CROSSING & FLAGMEN

a. The Boston & Albany Railroad will construct a standard crossing for access to the site. This work is to be paid for by the Contractor. The Owner will hire the necessary flagmen or crossing tenders, but these men will be on duty as required and notified by the Contractor.

Approved - January 11, 1939

Charles W. Bray	} County Commissioners
Thos. J. Costello	
Edward J. Stapleton	

REPORT OF ENGINEER

December 29, 1938

The Hon. The Board of County Commissioners
Hampden County, Court House
Springfield, Massachusetts

Thomas J. Costello, Chairman,

Dear Sir:

In accordance with your instructions, I have examined the plans and specifications filed for your approval by the Westfield River Paper Company on December 16, 1938, for repairs to be made on their dam in the town of Russell, and report as follows:

The Westfield River Paper Company dam is located on the Westfield River, about 1000 feet downstream from the village of Russell, at a point where the drainage area contributory is 342 square miles. The dam is a concrete spillway structure, having a total length of about 412 feet and a maximum height of about 20 feet. It extends across the river, not in a straight line, but in a siz-zag fashion so to speak, following the high points of the rock ledge on which it is founded. At the extreme easterly end of the dam is located the forebay canal and headgate structure, from which two large steel penstock pipes convey the water to the power house about one hundred feet downstream.

In the hurricane-flood, which occurred during the week beginning September 18th last, the high water washed out the natural ground at the easterly end of the dam, cutting an entirely new channel and causing the failure of the concrete forebay canal wall at this point. The damage was confined entirely to the power plant structure, that is, to the forebay, headgates, and power house, as the dam itself, it appears, was not seriously affected, at least.

The plans and specifications filed show that a new concrete forebay canal wall backed with earth, will be built to replace the one which was washed out, and that a new steel sheet piling dike wall will be extended upstream from the end of this new forebay wall to connect with the existing steel sheet piling wall, which borders the easterly side of the mill pond.

The new forebay wall is to consist of a heavy concrete gravity retaining wall, 95 feet in length and thirty-four feet in maximum height, with its top at a height of about 12 feet above the main spillway crest of the dam. The wall will be 4 feet in thickness on top, with the front face vertical and the back face inclined or battered at the rate of 6 inches per foot of height, thus giving the base a thickness of 21 feet at the point where the wall has the greatest height. The base of the wall will be not less than three feet below the present ground surface, and below this level a cut-off wall of steel sheet piling or concrete will be extended down to such depths as the nature of the foundations may require. The concrete forebay wall will be backed up for its entire length by a heavy earthen embankment or dike 25 feet in width on top and with a slope of 1 on 2 toward the land side.

From the upper end of the above described concrete forebay wall, a wall or dike of arched steel sheet piling, about 117 feet in length, will be driven along the bank of the river to connect with the end of the existing sheet piling wall. This new sheet piling wall will be driven to a depth of not less than 10 feet below the present ground surface, and its top will be at the same level as the top of the forebay wall, that is, about 12 feet above the main spillway crest of the dam. Like the forebay wall this sheet piling wall will be backed up for its entire length by an earthen embankment or dike, 10 feet in width on top, with a slope of 1 on 2 toward the land side.

Besides the reconstruction of the forebay wall and the building of the sheet piling dikes as outlined above, the plans and specifications also provide for the lowering of a portion of the crest of the dam proper so as to provide a greater spillway capacity. The part of the crest to be lowered is approximately 220 feet in length, extending from the headgate structure to the location of the original power house, which was built into the middle of the dam. In this section the concrete crest is to be removed to a depth of two feet, and provision made for the installation of wooden flashboards two feet in height.

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The plans and specifications filed indicate that the new structures to be built will be substantial and stable, and the lowering of a portion of the crest of the dam will tend to lower the height of flood water above the dam, nevertheless, as a further precaution, the installation of stop-planks, say two feet in height, on the top of the new forebay canal wall would give added security against high water.

With this provision, which would cost very little, carried out, and assuming, of course, that the entire work will be done in a thorough manner, the plans and specifications are recommended for your approval.

Respectfully submitted,

James L. Tighe

INTERLOCUTORY DECREE

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting January 11, 1939

In the matter of the petition of the WESTFIELD RIVER PAPER COMPANY, INC., for approval of plans and specifications for the repair of their dam and dike which was damaged in the flood of September 1938.

Petition, plans and specifications of the proposed work were filed December 16, 1938. Said plans and specifications were referred to James L. Tighe, Engineer, selected by the County Commissioners, and the said James L. Tighe having reported in writing (his report being on file with this case), the Commissioners do hereby approve said plans and specifications in accordance with report of said James L. Tighe, with the provision that stop-planks, two feet in height, be installed on the top of the new forebay canal wall to give added security against high water.

Charles W. Bray)
Thos. J. Costello) County
Edward J. Stapleton) Commissioners
of the County
of Hampden.

FINAL REPORT OF ENGINEER

September 23, 1939

The Hon. The Board of County Commissioners
Hampden County, Court House
Springfield, Mass.

Charles W. Bray, Chairman:

Dear Sir:

I recommend for your acceptance the dam built by the Strathmore Paper Company on the Westfield River at Woronoco in Russell.

This dam was built across a breach in the natural ground on the east side of the mill pond, caused by the great flood of September, 1938. The work has been completed in accordance with the plans and specifications which were approved by the County on January 11, 1939.

Respectfully submitted,

James L. Tighe

FINAL DECREE

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting December 13, 1939

In the matter of the petition of the WESTFIELD RIVER PAPER COMPANY, INC., for approval of plans and specifications for the repair of their dam and dike which was damaged in the flood of September 1938.

Petition, plans and specifications of the proposed work were filed December 16, 1938. Said plans and specifications were referred to James L. Tighe, Engineer, who made a report in writing, dated December 29, 1938, on file with this case.

On recommendation of said James L. Tighe, said plans and specifications were duly approved on January 11, 1939, with the provision that stop-planks, two feet in height, be installed on the top of the new forebay canal wall to give added security against high water.

The County Commissioners have inspected the work during its progress and also employed Mr. James L. Tighe, Engineer, to superintend the work and to make a final report on same. The said James L. Tighe has made a final report in writing to the Board of County Commissioners, dated September 23, 1939, which is on file with this case, and it appearing that said plans and specifications have been faithfully adhered to, it is ORDERED that same be accepted and recorded.

Charles W. Bray)
Thos. J. Costello) County
Edward J. Stapleton) Commissioners
of the County
of Hampden

January 12, 1939.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

In accordance with Chapter 253 Section 44 of the General Laws of Massachusetts, we submit herewith a plan of the proposed spillway at Cobble Mountain Dam. This is a concrete structure which replaces the operating flashboards heretofore occupying this site, and is located in the town of Granville, Mass:

8987 - Section of Concrete Structure Replacing Flashboards
at Cobble Mountain Spillway.

We respectfully request your approval of this plan, and of the specifications attached hereto.

City of Springfield, Mass.
Board of Water Commissioners

By Elbert E. Lochridge
Chief Engineer.

The foregoing petition was entered on the 13th day of January 1939, and due proceedings having been had thereon, the following Specifications were filed January 13, 1939; Report of Engineer was filed on January 17, 1939; Interlocutory Decree was filed on January 18, 1939; Letter from Petrs., E.E. Lochridge, Chief Engineer, was filed on January 19, 1939; Final Report of Engineer was filed on October 9, 1939; and Final Decree was filed on December 13, 1939, to wit:

City of Springfield,
Mass., Board of Water
Commissioners, Petrs.
for approval of plan
and specifications of
proposed spillway at
Cobble Mt. Dam, a
concrete structure
which replaced the
operating flashboards
heretofore occupying
this site, and located
in the town of Gran-
ville, Mass.

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Plan

HIGHWAY
BOOK 11
PAGE 26

SPECIFICATIONS

For the Construction of Concrete Structure at Cobble Mountain Spillway

The Structure is to be built of concrete with a base width of Six (6) feet, is to be a trapezoidal section as shown in the plan, Seven (7) feet in Height with a top width of Two (2) feet, and the total length of the structure One hundred and thirty-five (135) feet.

The old concrete is to be thoroughly roughened, and a cut-off trench shall be cut into the concrete base One (1) foot in depth and Six (6) inches in width.

The wrought iron Five (5) inch pipes used for the two lines of flashboards shall be left in place, and the downstream line shall be bent to conform to the downstream face of this structure. These pipes shall be thoroughly grouted into the six-inch pipe sockets previously set into the concrete base.

The concrete is to be of a 1:2:4 mixture of cement, sand, and gravel of the best type available. This shall be brought to the site in transit mixers, and the structure completed before any portion has been given an opportunity to secure its final set.

This work will be done by experienced force under direct departmental supervision.

HAMPDEN COUNTY
APPROVED
Jan. 18, 1939
Charles W. Bray
Thos. J. Costello
Edward J. Stapleton
County Commissioners.

REPORT OF ENGINEER

January 16, 1939

The Hon. The Board of County Commissioners
Hampden County, Court House
Springfield, Massachusetts

Charles W. Bray, Chairman,

Dear Sir:

I have examined the plans and specifications for the construction of a concrete structure to replace the flashboards on the Cobble Mountain Reservoir spillway, which were filed for approval on Jan. 13th, 1939, and report as follows:

The Cobble Mountain Reservoir is a part of the water supply system of the City of Springfield, and is located in the Towns of Blandford and Granville. It is a large body of water covering about 1134 acres and having a storage capacity of, in round numbers, 23 billions of gallons.

The dam which forms this reservoir is an earthen structure built by the hydraulic and semi-hydraulic methods, on a solid ledge rock foundation. It is 243 feet in height above the river bed, and about 730 feet in length along its top. The top width of the dam is 50 feet, with an average slope of 1 on 3 upstream and 1 on 3 1/3 downstream. Both slopes are protected from erosion and wave action by heavy stone rip-rap. The upstream and downstream embankments are provided

with heavy rock-fill toes, and in addition, the downstream toe is reinforced by an arched concrete retaining wall thirty-five feet in height.

No pipes or conduits of any kind pass through or are built into the dam, nor is there any overflow or spillway attached or adjacent to the dam. About a quarter of a mile North of the dam a diversion or drain tunnel is driven through the mountain from the reservoir to the streambed below the dam. A little less than one-half a mile South of the dam a power tunnel is driven through the mountain to connect with the power house located in the river gorge approximately 1-1/2 miles below the reservoir.

About a quarter of a mile South of the dam, and separated therefrom by the solid mass of Cobble Mountain, is located the spillway of the reservoir, and it is with this structure that the plan and specifications under consideration are concerned. The spillway is an open channel excavated in the solid rock ledge, leading from the reservoir for a distance of about 750 feet to a point where it discharges into the river gorge one-half a mile below the dam. The crest of the spillway is 135 feet in length and 28 feet lower than the top of the dam. From the crest the spillway channel narrows down in a distance of about 200 feet, to a width of 50 feet, and this upper section is lined with concrete. The lower part of the spillway channel is 50 feet in width, with floor and side walls of the natural ledge rock through which it is cut.

In the design and construction of the reservoir provision was made for the use of wooden flashboards 7 feet in height on the crest of the spillway and such flashboards have been in use since the reservoir was put into service.

These flashboards were arranged in three sections, each section 45 feet in length, and were supported by wrought iron pipes, so designed and arranged that the sections would automatically collapse when the water level in the reservoir raised to certain predetermined heights. The most Northerly section of the flashboards was arranged to go out when the water level stood at a height of 2-1/4 feet above the top of the boards, the middle section to go out when the water rose to 3-1/4 feet above the top, and the southerly section when the water rose to 4-1/4 feet above the top. When the last section of flashboards collapsed, the water in the reservoir would be standing at a height of 11-1/4 feet above the spillway crest.

The first actual test that this automatic flashboard installation received was during the hurricane-flood of September, 1938. During that great flood, the reservoir raised to a level of 2-1/4 feet above the top of the flashboards, and at this point the first section functioned as expected, collapsing at practically the exact predetermined height of water. After this first section went out the reservoir level began to drop, so that the remaining two sections of flashboards did not come into operation.

Inasmuch as objections have been raised to the sudden release of water by the operation of these automatic flashboards, the Springfield Water Department contemplates the substitution of a permanently fixed structure to take the place of the flashboards, and the plan and specifications which have been filed are for the construction of such a structure.

According to this plan and specifications, a concrete masonry structure is to be built, extending across the full width of the spillway, that is, 135 feet, and with its top or crest at the same level as the top of the flashboards which it will replace.

The new structure will be the same height as the wood flashboards were, that is, 7 feet. It will be 2 feet in width on top, six feet in width at the base, with upstream face vertical and downstream face sloped or battered. In the construction work all of the wrought iron pipes which supported the wood flashboards will be incased in the concrete work, and this arrangement adds to the stability of the structure and gives to it a generous factor of safety.

This being the case, the other important point to consider is the effect which the construction of this spillway structure will have on the Cobble Mountain Dam.

In view of the very heavy section of this dam, with its width of 50 feet on top and its flat slopes of 1 on 3 upstream and 1 on 3 1/3 downstream, there can be no question about its stability and safety under the comparatively slight additional pressure caused by the proposed new structure. Likewise, considering the ample height of 21 feet from the crest of the new spillway structure to the top of the dam (known as the freeboard), it can be seen that the discharging capacity of the spillway should be ample.

In all computations relating to the stability of the dam and the spillway capacity, the effect of the large surface area of the reservoir in reducing the peaks of flood-flows should be kept in mind, for in spreading out over the 1134 acre water surface the intensities or peaks of even the greatest flood flows will be materially lessened. In other words, the reservoir will always act, even when filled, as a very effective governor for flood control.

Inasmuch, therefore, as the proposed new spillway structure will be stable and since the Cobble Mountain Dam is of such construction that the new work will in no wise endanger it, I would recommend the plan and specifications for your approval.

Respectfully submitted,

James L. Tighe

INTERLOCUTORY DECREE

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting January 18, 1939

In the matter of the petition of the City of Springfield, Mass., Board of Water Commissioners by Elbert E. Lochridge, Chief Engineer, filed January 13, 1939, for approval of plan and specifications of the proposed spillway at Cobble Mountain Dam, a concrete

structure which replaces the operating flashboards heretofore occupying this site, and located in the Town of Granville, Mass., said plan and specifications of the proposed work having been submitted to James L. Tighe, Engineer, selected by the Board of County Commissioners, and the said James L. Tighe having made a report in writing on file with this case, the Commissioners do hereby approve said plan and specifications in accordance with report of said James L. Tighe.

Charles W. Bray)
Thos. J. Costello) County
Edward J. Stapleton) Commissioners
of the County
of Hampden

LETTER FROM PETRS., E.E. LOCHRIDGE, CHIEF ENGINEER,
ASSURING PROTECTION AND CO-OPERATION WHICH WILL BE
PROVIDED AT ALL TIMES BY SAID PETRS.

January 19, 1939.

To the County Commissioners of the County of Hampden:

Gentlemen:

Every effort will be made at all times to operate the storage facilities of the Cobble Mountain reservoir to the end that overflow will be avoided. Available storage capacity will be made available by the reduction in the higher levels back of the new permanent spillway to anticipate any emergency which can be foreseen. The flood control value will be considered at all times.

Very truly yours,
Elbert E. Lochridge
Chief Engineer.

FINAL REPORT OF ENGINEER

October 7, 1939

The Hon. The Board of County Commissioners
Hampden County, Court House
Springfield, Mass.

Charles W. Bray, Chairman:

Dear Sir:

I recommend for your acceptance the permanent concrete structure which has been constructed on the spillway of the Cobble Mountain Reservoir to replace the automatic wooden flashboards formerly in use.

This structure has been completed in accordance with the plans and specifications therefore which were approved by the County on January 18, 1939.

Respectfully submitted,
James L. Tighe

FINAL DECREE

January 12, 1939

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

In accordance with Chapter 253 Section 44 of the General Laws of Massachusetts, we submit herewith a plan of the proposed spillway at Cobble Mountain Dam. This is a concrete structure which replaces the operating flashboard heretofore occupying this site, and is located in the town of Granville, Mass:

8987 - Section of Concrete Structure Replacing Flashboards
at Cobble Mountain Spillway.

We respectfully request your approval of this plan, and of
the specifications attached hereto.

City of Springfield, Mass.
Board of Water Commissioners

By Elbert E. Lochridge
Chief Engineer.

HAMPDEN, SS COUNTY COMMISSIONERS' MEETING December 13, 1939

Petition in this case was entered on the eighteenth day of
January in the year of our Lord One Thousand Nine Hundred and Thirty-
Nine, when the saidpetitioner filed certain plan and specifications
for approval. Said plan and specifications were referred to Mr. James
L. Tighe, Engineer, who made a report in writing, dated January 16, 1939,
on file with this case. On recommendation of said James L. Tighe, said
plan and specifications were duly approved on January 18, 1939.

The County Commissioners have inspected the work during its
progress and also employed Mr. James L. Tighe, Engineer, to superintend
the work and to make a final report on same. The said James L. Tighe
has made a final report in writing to the Board of County Commissioners,
dated October 7, 1939, which is on file with this case, and it appear-
ing that said plan and specifications have been faithfully adhered to,
it is ORDERED that same be accepted and recorded.

December 13, 1939

Charles W. Bray)
Thos. J. Costello)County
Edward J. Stapleton)Commissioners
of the County
of Hampden

Ludlow, Selectmen of
the Town of, Petrs.
for specific repairs
on Belchertown Road,
the work to begin at
point 50 ft. north of
Higher Brook and ex-
tend northerly for a
distance of 7920 feet
more or less, and for
aid.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT the undersigned, Selectmen of the
Town of Ludlow, in said County, that common convenience and necessity
require that the highway leading from Ludlow Line at Ludlow Bridge to
Belchertown Line and known as "Belchertown Road" be specifically re-
paried by grading, resurfacing or hardening and otherwise repaired as
may be necessary, the work to begin at point 50 ft. north of Higher
Brook and extend in a Northerly direction for a distance of 7920 feet
more or less.

WHEREOF your petitioners pray that your Honorable Board after
notice, view and hearing, may determine and specify such specific re-
pairs and order them to be made, and that said County contribute to
the expense of said repairs together with an appropriation from the
State and Town.

Dated this 15th day of March, 1939.

Raymond L. Warren Chairman,
R. M. Mackintosh Board of
Aldie J. Latourneau Selectmen,
Mass.,Mass.

The foregoing petition was entered on the 16th day of March 1939, and due proceedings having been had thereon, on the 8th day of November 1939, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting November 8, 1939

On the petitions of the Selectmen of the Town of Ludlow for specific repairs on Belchertown Road, the work to begin at point 50 feet north of Higher Brook and extend northerly for a distance of 7920 feet more or less, and for aid;

and

for specific repairs on East Street and for aid;

and

for specific repairs on bridge over Harris Brook on Belchertown Road, and for aid;

and

for specific repairs on West Street and for aid.

This decree covers the above four petitions and is filed in each case. The petitions are No. 25, - No. 50, - No. 51, - and No. 53 respectively.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the sixth day of November, A. D. 1939, view said highways and bridge and hear all parties interested and did adjudge that specific repairs should be made. At the time of said views no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made - to maintain, treat with bituminous material and otherwise improve about 60,597 feet of roads in Ludlow, leading to adjoining towns, and being known as West Street and Belchertown and Three Rivers Roads; the work to be done in four sections:

West Street	- 23,222 feet	
Belchertown Road	- 29,375 feet	{including that portion of the Belchertown Highway known as the Harris Brook Bridge }
Three Rivers Road also known		
as East Street	- 8,000 feet	

these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Ludlow a sum not to exceed ONE THOUSAND FIVE HUNDRED DOLLARS (\$1,500.) towards the repairing of these highways.

All damages sustained by any person by reason of said repairs on these highways, shall be paid by the Town of Ludlow.

Charles W. Bray)
Thos. J. Costello	)County
Edward J. Stapleton	)Commissioners
	)of the County
	)of Hampden

Oct. Meeting 1939

R.P. & H.W. Ward by
R.P. Ward, Petr. for
approval of plans and
specifications for
repairing dam in
Tolland, Mass.

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Plans, Book 11.
Pages 32, 33 & 34.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

The undersigned herewith submits plan and specifications for repairing dam in Tolland, Mass. owned by R.P. & H.W. Ward. To replace 2 stone walls approximately 15' long and 2' wide and fill in between same with hard-pan and gravel. Width of place to be repaired is about 14' wide. Will have a man experienced in the above work repair same, and petition your Honorable Board to approve the same.

Dated this 28th day of November 1938.

R. P. & H. W. Ward by R. P. Ward

The foregoing petition was entered on the 6th day of July 1939, and due proceedings having been had thereon, the following Specifications were filed on July 6, 1939; Report of Engineer was filed on July 10, 1939; Interlocutory Decree was filed July 12, 1939; Final Report of Engineer was filed on October 9, 1939; and Final Decree was filed on December 13, 1939, to wit:

Winsted, Conn. June 14, 1939

Specifications for Repairs to Dam Owned By H. W. Ward
and R. P. Ward in town of Tolland in Hampden County, Massachusetts.

These memorandum specifications shall be for repairs to the dam owned by R. P. and H. W. Ward in the Town of Holland, Hampden County, Massachusetts. This dam was built almost a century ago and was partially washed away last September. It is the intent of these specifications to call for the rebuilding of the section washed away so that the water will be held to its former level. The area of this pond is approximately twenty-two acres, more or less, and has a maximum depth of about six feet. Said deepest point being located where the dam is.

The dam is composed of hardpan lined with boulders or stones on each side. The top of the dam measures fourteen feet in width and the bottom twenty-two feet in width.

The portion of this dam washed away consists of the South Westerly spillway and a portion of the dam extending about sixteen feet South Westerly from said spillway.

The upright posts, as shown on the plans, shall consist of 8" by 8" oak, or equally hard wood. The tops of said posts shall be notched to accommodate the 2" by 8" planks, as shown on the plans. These planks shall be fastened with spikes of sufficient size and length to hold the planks firmly in position. These planks shall be covered with a flooring of more 2" planks to permit a passage of vehicles over the top of the dam. This flooring is not shown on the plan.

The spillway shall be lined with 2" planks on the bottom and sides. From the bottom of the spillway to the top of the dam shall be a space of three feet. The width of this spillway shall be five feet and one inch.

A portion of the apron will also be replaced with 2" planks.

The portion of the dam washed away will be rebuilt as shown on the plans. It shall consist of a wall six feet in width of heavy stones on the downstream side with a fill of hardpan and being paved with heavy stones on the upper slope.

All planks used in the construction of this dam shall be of oak or other equally hard wood. In every case these planks shall be fastened with spikes of sufficient size to firmly hold the planks in place. All the work shall be performed in a neat and workmanlike manner so as to meet the requirements of the State of Massachusetts concerning the construction of dams of this size and height.

Signed John J. O'Brien.....

HAMPDEN COUNTY
APPROVED
July 12, 1939
Charles W. Bray
Thos. J. Costello
Edward J. Stapleton
County Commissioners

REPORT OF ENGINEER

July 8, 1939

The Hon. The Board of County Commissioners
Hampden County, Court House
Springfield, Mass.

Charles W. Bray, Chairman,

Dear Sir:

I have examined the plans and specifications filed for your approval on July 6th last by the owners R.P. and H.W. Ward for the repairs to be made on their dam located on Snow Brook so called, in the town of Tolland.

Snow Brook is a small direct tributary of the Farmington River into which it empties at a point about 2 1/2 miles downstream from the Tolland-Otis boundary line.

The dam is located about a half a mile from the mouth of the brook, at a point where the drainage area contributory is small, being only three quarters of a square mile. The structure is a low earthen embankment faced with dry stone masonry. It is 265 feet or thereabouts in length, and forms a shallow pleasure or fish pond. The depth of the pond at the dam is not over six feet below the crest of the spillway.

The spillway is located at or near the center of the structure, and is built of wood in three sections, with the center section or flume fitted with stop planks. To the foot of the spillway is attached a planked apron 6 feet in width. The spillway is generous in discharging capacity, as its two outer sections form a net length of 12 1/2 feet and with the stop plank flume added, 18 feet.

The dam was breached in the hurricane flood of Sept. 21st, 1938. The breach, it appears, was caused by a large tree growing near the dam, the roots of which extended into the foundation of the structure. In the felling of the tree by the hurricane the pulling up and heaving of the roots, breached the structure. This breaching affected the spillway also, which at the time or later collapsed.

The work to be done, therefore, is to repair the breach in the dam and rebuild the spillway.

Oct. Meeting 1939

Assuming that the work will be faithfully done, in accordance with the plans and specifications filed, I recommend that the plans and specifications be approved.

Respectfully submitted,

James L. Tighe

INTERLOCUTORY DECREE

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

The undersigned herewith submits plan and specifications for repairing dam in Tolland, Mass. owned by R. P. & H. W. Ward. To replace 2 stone walls approximately 15' long and 2' wide and fill in between same with hard-pan and gravel. Width of place to be repaired is about 14' wide. Will have a man experienced in the above work repair same, and petition your Honorable Board to approve the same.

Dated this 28th day of November 1938.

R. P. & H. W. Ward by R. P. Ward

Hampden, ss:

COUNTY COMMISSIONERS' MEETING July 12, 1939

The foregoing petition was entered on the sixth day of July in the year of our Lord, One Thousand Nine Hundred and Thirty-Nine, when the said petitioners filed said plans and specifications to repair their dam in Tolland, said plans and specifications of the proposed work having been submitted to James L. Tighe, Engineer, selected by the Board of County Commissioners, and the said James L. Tighe having reported in writing (his report being on file with the case), the Commissioners do hereby approve said plans and specifications in accordance with report of said James L. Tighe.

Charles W. Bray)
Thos. J. Costello) County
Edward J. Stapleton) Commissioners
of the County
of Hampden

FINAL REPORT OF ENGINEER

October 7, 1939

The Hon. The Board of County Commissioners
Hampden County, Court House
Springfield, Mass.

Charles W. Bray, Chairman:

Dear Sir:

I recommend for your acceptance the repairs made on the dam of R. P. & H. W. Ward, located on Snow Brook in the town of Tolland.

The repairs on this dam have been completed in accordance with the plans and specifications for the doing of the work which were approved by the County on July 12, 1939.

Respectfully submitted,

James L. Tighe

FINAL DECREE

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss:

County Commissioners' Meeting December 13, 1939

In the matter of the petition of R.P. & H.W. WARD for approval of plans and specifications for repairing dam in Tolland, Mass.

Petition, plans and specifications of the proposed work were filed July 6, 1939. Said plans and specifications were referred to James L. Tighe, Engineer, who made a report in writing, dated July 8, 1939, on file with this case.

On recommendation of said James L. Tighe, said plans and specifications were duly approved on July 12, 1939.

The County Commissioners have inspected the work during its progress and also employed Mr. James L. Tighe, Engineer, to superintend the work and to make a final report on same. The said James L. Tighe has made a final report in writing to the Board of County Commissioners, dated October 7, 1939, which is on file with this case, and it appearing that said plans and specifications have been faithfully adhered to, it is ORDERED that same be accepted and recorded.

Charles W. Bray)
Thos. J. Costello) County
Edward J. Stapleton) Commissioners
of the County
of Hampden

July 17, 1939

Commonwealth of Massachusetts,
Office of the County Commissioners,
County of Hampden,
Springfield, Massachusetts.

Attention of Mr. Charles W. Bray, Chairman,

Gentlemen:

In accordance with your notice of June 28, we are enclosing our Drawing #F-9925 together with our specifications covering location and detailed construction of the proposed dike.

We hereby pray that your honorable board may approve our plans and grant us permission to install the dike as shown on the enclosed plan and specifications.

Yours very truly,
UNITED ELECTRIC LIGHT COMPANY
Sidney W. Stevens
PRESIDENT

SWS:GMH
Enc. 2

The foregoing petition was entered on the 17th day of July 1939, and due proceedings having been had thereon, the following Specifications were filed on July 17, 1939; Report of Engineer was filed on July 24, 1939; Interlocutory Decree was filed on July 27, 1939; Final Report of Engineer was filed on September 25, 1939; and Final Decree was filed on December 13, 1939, to wit:

Specifications

ARTICLE I (a)

Earth Dike with Riprap Face

The Contractor shall construct an earth dike with riprap face substantially as shown on Drawing F-9925.

Earth for this work may be obtained by the Contractor, free of charge, from the hillside on the south side of the highway, near the shore end of the dike. The property plan insert on Drawing F-9925 shown the area from which the fill may be taken.

United Electric Light
Company, Petrs. for
approval of plan and
specifications and
permission to install
a dike at the Birchem
Bend Power Plant.

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Plan, Book 11,
Page 35.

Oct. Meeting 1939

The fill shall be clean, run-of-the-bank material, as approved by the Engineer. No loam or sod shall be used.

The dike shall be 12 feet wide at the top and shall have side slopes as shown on Drawing F-9925.

The loam and sod at the south end of the dike location shall be removed before any fill is placed.

The embankment shall be built as nearly as possible in horizontal layers.

The downstream face shall be graded smoothly to the slopes shown on the plan and covered evenly with loam stripped from the borrow pit and from the dike location. All large stones, roots, leaves, or other material in the loam, which would interfere with the obtaining of a satisfactory surface for seeding, shall be removed.

This surface shall be sown with a good quality of winter oats or other grain suitable for forming a sod.

RIPRAP

On the upstream face, riprap of one-man stones, or larger, at least 12 inches thick, shall be placed on a bed of 12 inches of coarse gravel. The heavier stones shall be placed on the lower part of the slope.

The stone removed from the dam and gate structure may be used for this purpose, or, if it is more economical, the material may be obtained from outside sources.

It is estimated that about 5200 c.y. of earth fill will be required for the embankment and about 320 c.y. of rock for the riprap. These quantities are approximate only.

The bid price for this work shall be a price per cubic yard for "Constructing the Dike" and a price per cubic yard for "Furnishing and Placing Riprap".

HAMPDEN COUNTY
APPROVED
July 27, 1939
Charles W. Bray
Thos. J. Costello
Edward J. Stapleton
County Commissioners

REPORT OF ENGINEER

July 22, 1939

The Hon. The Board of County Commissioners
Hampden County, Court House
Springfield, Mass.

Charles W. Bray, Chairman,

Dear Sir:

In compliance with your request, I have examined the plans and specifications, filed for your approval on July 17th, 1939, by the United Electric Light Co., for the construction of an earthen dike at its Bircham Bend Power Plant, located on the Chicopee River in Chicopee, at a point near the Chicopee-Springfield boundary line.

In the hurricane flood, which occurred on September 21st, 1938, the torrential waters overtopped the bank of the mill pond, south of the dam, and cut a new channel over one hundred feet in width, and some 15 feet in depth in places, through the natural ground between the

power house and the highway close by, leading to Chicopee Falls.

The dwelling of the plant engineer, a large frame structure, which stood in the path of the new channel, was swept away by the torrent, with hardly a trace being left, to show where the dwelling was located.

The new channel, through which the river now flows, extends for a length of some 900 feet, before rejoining the old streambed, and borders at one point upon the northerly side of the highway above referred to. The purpose of the proposed dike is to block or close up the upper end of this new channel, and divert the river back into its original bed.

Besides the building of this dike, the dam is also, going to be removed, which will thus abolish the mill pond, and restore the river to practically the same course and level in which it had originally flowed, before any dam was built or water power developed at this place.

The proposed dike, which, as the plan shows, will be located across the opening or upper end of the channel, will be an earthen embankment about 260 feet in length, 15 feet in maximum height and 12 feet in width on top. Its upstream slope will be rip-rapped with stone not less than one foot in thickness, laid on a gravel bed one foot deep, and the downstream slope will be loamed and seeded.

The north end of the dike will abut against the upstream end, or bulkhead of the present southerly canal masonry wall, and the south end of the dike, after it crosses the channel, will curve around and connect with the old dike, formerly built along the bank of the mill pond.

When the present dam is removed, there should be no question whatever, relative to flood water over-topping the dike, as the factor of safety against this will be large.

According to the specifications, the foundation of the dike shall be properly prepared, with the turf and loam at its south end removed, and the embankment built, as nearly as possible, in horizontal layers.

While not stated in the specifications, it is assumed that the layers of fill will not be over 6 inches in thickness, properly moistened with water, if necessary, and thoroughly hardened by rolling, tamping etc.

It is also assumed that stone larger than 6 inches in diameter will not be used, except in the downstream outside third of the embankment, and that finer fill will be used in the upstream half, and the coarser in the downstream half, with the coarsest at and towards the downstream edge.

With these suggestions followed, and assuming that the work will be faithfully performed, I recommend the plans and specifications for your approval.

Respectfully submitted,
James L. Tighe

INTERLOCUTORY DECREE

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: v County Commissioners' Meeting July 27, 1939

In the matter of the petition of the United Electric Light Company for approval of plan and specifications and permission to install a dike at the Bircham Bend Power Plant.

Petition, plan and specifications of the proposed work were filed July 17, 1939. Said plan and specifications were referred to James L. Tighe, Engineer, selected by the County Commissioners, and the said James L. Tighe having reported in writing (his report being on file with the case), the Commissioners do hereby approve said plan and specifications in accordance with the report of said James L. Tighe, with the following provisions:

That the layers of fill will not be over 6 inches in thickness, properly moistened with water, if necessary, and thoroughly hardened by rolling, tamping etc.

That stone larger than 6 inches in diameter will not be used, except in the downstream outside third of the embankment, and that finer fill will be used in the upstream half, and the coarser in the downstream half, with the coarsest at and towards the downstream edge.

Charles W. Bray)
Thos. J. Costello) County
Edward J. Stapleton) Commissioners
of the County
of Hampden

FINAL REPORT OF ENGINEER

September 23, 1939

The Hon. The Board of County Commissioners
Hampden County, Court House
Springfield, Mass.

Charles W. Bray, Chairman:

Dear Sir:

I wish to recommend for your acceptance the construction of the earthen dike at the former Bircham Bend Power Plant of the United Electric Light Company, on the Chicopee River in Chicopee.

The construction of the dike, and the removal of the power dam across the river at this point have been completed in accordance with the plans and specifications for the doing of the work approved by the County on July 27, 1939.

The purpose of this work is to close off the new channel made by the hurricane-flood of September, 1938, and to restore the river to the same course and level in which it had flowed before any dam was built or water power developed at this location.

Respectfully submitted,

James L. Tighe

FINAL DECREE

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting December 13, 1939

In the matter of the petition of the United Electric Light Company for approval of plan and specifications and permission to install a dike at the Bircham Bend Power Plant.

Petition, plan and specifications of the proposed work were filed July 17, 1939. Said plan and specifications were referred to James L. Tighe, Engineer, who made a report in writing, dated July 22, 1939, on file with this case. On recommendation of said James L. Tighe, said plan and specifications were duly approved on July 27, 1939 with the following provisions:

That the layers of fill will not be over 6 inches in thickness, properly moistened with water, if necessary, and thoroughly hardened by rolling, tamping, etc.

That stone larger than 6 inches in diameter will not be used, except in the downstream outside third of the embankment, and that finer fill will be used in the upstream half, and the coarser in the downstream half, with the coarsest at and towards the downstream edge.

The County Commissioners have inspected the work during its progress and also employed Mr. James L. Tighe, Engineer, to superintend the work and to make a final report on same. The said James L. Tighe has made a final report in writing to the Board of County Commissioners, dated September 23, 1939, which is on file with this case, and it appearing that said plan and specifications have been faithfully adhered to, it is ordered that same be accepted and recorded.

Charles W. Bray)
Thos. J. Costello) County
Edward J. Stapleton) Commissioners
of the County
of Hampden

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

Respectfully represent the undersigned, Selectmen of the Town of Hampden, in said County, that common convenience and necessity require that the following highways be specifically repaired by resurfacing- Allen St. beginning at junction of E. Longmeadow Road approximately 3000 feet; Main St. beginning at Point of Rocks easterly 1500 feet; Glendale Rd, junction of North Monson Rd, northerly 3000 ft.

Wherefore your petitioners pray that your Honorable Board after notice, view and hearing, may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this second day of August, 1939.

Neil S. Kibbe)
Norman W. Millard) Selectmen
of
Hampden

Hampden, Selectmen of the Town of, Petrs. for specific repairs on Allen Street, Main Street, and Glendale Rd., and for aid.

Oct. Meeting 1939

The foregoing petition was entered on the 26th day of August 1939, and due proceedings having been had thereon, on the 1st day of November, 1939, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting November 1, 1939

On the petition of the Selectmen of the Town of Hampden for specific repairs on Allen Street, Main Street, and Glendale Road, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twenty-fifth day of October, A. D. 1939, view said highways and hear all parties interested and did adjudge that specific repairs should be made. At the time of said hearing no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made: to maintain, treat with bituminous material and otherwise improve about 7,850 feet of roads in Hampden, leading to adjoining towns, and being known as Springfield Street and Glendale and Main Roads; the work to be done in three sections:

Springfield Street	-	2,000 feet
Glendale Road	-	3,450 feet
Main Road	-	2,400 feet

(beginning on Springfield Street at junction of E. Longmeadow Road at sta. 0+0 and extending in a northwesterly direction to sta. 20+0, then beginning on Glendale Road at junction of No. Monson Road at station 72+0 and extending northerly to station 106+50, then beginning on Main Road at station 83+50 and extending easterly to station 107+50)

these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, and District Highway Engineer's Report, both on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Hampden a sum not to exceed THREE HUNDRED DOLLARS (\$300.00) towards the repairing of these roads.

All damages sustained by any person by reason of said repairs on these roads shall be paid by the Town of Hampden.

Charles W. Bray)
Thos. J. Costello	) County
Edward J. Stapleton	) Commissioners
	) of the County
	) of Hampden

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT THE UNDERSIGNED, Selectmen of the Town of Holland in said County, that common convenience and necessity require that the following highways be specifically repaired by resurfacing, grading or hardening and otherwise repaired as may be necessary:

Holland, Selectmen of the Town of, Petrs. for specific repairs on Mashapaug Road, Pond Bridge Road, Brimfield Road and East Brimfield Road, and for aid.

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Mashapaug Road leading from Holland to Union Conn
the work to begin at Holland Center
and extend in a southerly direction
for a distance of 13,300 feet more or less;

Pond Bridge Road leading from Brimfield Rd to Bagley's corner
the work to begin at Brimfield Rd
and extend in an easterly direction
for a distance of 3,175 feet more or less;

Brimfield Road leading from Brimfield line to Holland Center
the work to begin at Brimfield line
and extend in a southerly direction
for a distance of 11,000 feet more or less;

East Brimfield Road leading from Bagley's corner to Brimfield line
the work to begin at Bagley's corner
and extend in an easterly direction
for a distance of 2,650 feet more or less;

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this tenth day of July 1939.

Arthur R. Phenner

M. Henry Sichel

L. E. Howlett

SELECTMEN OF THE TOWN OF HOLLAND.

The foregoing petition was entered on the 26th day of August 1939, and due proceedings having been had thereon, on the 15th day of November 1939, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting November 15, 1939

On the petition of the Selectmen of the Town of Holland for specific repairs on Mashapaug Road, Pond Bridge Road, Brimfield Road and East Brimfield Road, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the sixth day of November, A. D. 1939, view said highways and hear all parties interested and did adjudge that specific repairs should be made. At the time of said hearing no person

interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made: to maintain, treat with bituminous material and otherwise improve about 25,375 feet of roads in Holland, leading to adjoining towns, and being known as the Mashapaug, Brimfield and East Brimfield Roads; the work to be done in three sections:

Mashapaug Road - 12,425 feet
Brimfield Road - 10,450 feet
East Brimfield Road - 2,500 feet

Mashapaug Road from station 104+50 to station 260+75

Brimfield Road from station 0+00 to station 104+50

East Brimfield Road from station 0+00 to station 25+00

these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, and District Highway Engineer's Report, both on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Holland a sum not to exceed ONE THOUSAND DOLLARS (\$1,000.) towards the repairing of these roads.

All damages sustained by any person by reason of said repairs on these roads shall be paid by the Town of Holland.

Charles W. Bray)
Thos. J. Costello) County
Edward J. Stapleton) Commissioners
of the County

Westfield, Mayor of the City of, Petr. for repairs or improvements on highway leading from Westfield to Southwick, Route #10, College Highway, and for aid.

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TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT the undersigned, Mayor of the City of Westfield, duly authorized by vote of the City Council, annexed hereto, that common convenience and necessity require that the highway leading from Westfield to Southwick, Route #10, College Highway, be specifically repaired and otherwise improved as may be necessary, the work to begin near the Cowles Bridge, so-called, and extending southerly to the Westfield-Southwick Town line.

NOW, THEREFORE, your petitioners pray that your Honorable Board after notice, view and hearing, may order such repairs or improvements, and that said County contribute to the expense of same together with an appropriation from the State and City.

Dated this twenty-eighth day of August, 1939.

Raymond H. Cowing
Mayor of the City of Westfield.

CITY VOTE

August 26, 1939

TO WHOM IT MAY CONCERN:

I, Harold Whittemore, City Clerk of the City of Westfield, Massachusetts, hereby certify that at a special meeting of the City Council of the City of Westfield held August 25, 1939, the following vote was passed:

VOTED: That the sum of \$1,000.00 be transferred from Unclassified Dept., item Reserve for Unforeseen Expenditures, to Highway Dept., Chapter 90 work.

I hereby further certify that the above vote was approved by the Mayor, Raymond H. Cowing, August 26, 1939.

Attest

Harold Whittemore

(Seal)

City Clerk

CITY VOTE

August 26, 1939

TO WHOM IT MAY CONCERN:

I, Harold Whittemore, City Clerk of the City of Westfield, Massachusetts, hereby certify that at a special meeting of the City Council of the City of Westfield held August 25, 1939, the following vote was passed:

VOTED: That the Mayor be authorized to petition the State and County on behalf of the City for financial aid for repairs or to otherwise improve as may be necessary the road leading from Westfield to Southwick, Route 10, College Highway, the work to begin near the Cowles Bridge, so-called, and extending southerly to the Westfield-Southwick line, and to sign on behalf of the City a contract with the State covering any construction work connected with same.

I hereby certify that the above vote was approved by the Mayor, Raymond H. Cowing, August 26, 1939.

Attest

Harold Whittemore

(Seal)

City Clerk

FINAL DECREE

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting November 8, 1939

On the petition of the Mayor of the City of Westfield for repairs or improvements on highway leading from Westfield to Southwick, Route #10, College Highway, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twenty-sixth day of October, A. D. 1939, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said hearing no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made: to maintain, treat with bituminous material and otherwise improve about 7.516 feet of road in Westfield, leading to Southwick, and being known as the Southwick Road (College Highway); the work to begin at the Southwick line, station 0, and extend in a northerly direction to station 75+16; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the City of Westfield a sum not to exceed ONE THOUSAND DOLLARS (\$1,000.00) towards the repairing of this road.

All damages sustained by any person by reason of said repairs on this road shall be paid by the City of Westfield.

Charles W. Bray)
Thos. J. Costello) County
Edward J. Stapleton) Commissioners
of the County
of Hampden.

August 28, 1939

Hampden, Selectmen of
the Town of, Petrs.
for specific repairs
on bridge on Somers
Road known as Chapin's
Bridge, and for aid.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN

Respectfully represent the undersigned, Selectmen of the Town of Hampden, in said County, that common convenience and necessity require that the bridge on Somers Road, known as Chapin's Bridge, be specifically repaired by replacing the floor with a cement deck, and otherwise repaired as may be necessary.

WHEREFOR your petitioners pray that your Honorable Board, after notice, view and hearing, may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of such repairs together with an appropriation from the State and Town.

Dated this twenty-eighth day of August, 1939.

Neil S. Kibbe }
Norman W. Millard } Selectmen
of
Hampden

The foregoing petition was entered on the 30th day of August 1939, and due proceedings having been had thereon, on the 8th day of November 1939, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting November 8, 1939

On the petition of the Selectmen of the Town of Hampden for specific repairs on bridge on Somers Road known as Chapin's Bridge, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twenty-fifth day of October, A. D. 1939, view said bridge and hear all parties interested and did adjudge that specific repairs should be made. At the time of said hearing no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made: to repair bridge on the road in Hampden, leading to Somers, and being known as the Somers Road; the work to be done - First, the work shall consist of replacing the present plank surface with a reinforced concrete deck slab on the present bridge; said work to be done as directed by the Engineer and in accordance with the applicable requirements of Division IV; Second, the approach to the bridge shall be repaired where and as directed by

the Engineer; Third, the work covered by the contract shall be completed on or before November 30, 1939; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Hampden a sum not to exceed THREE HUNDRED DOLLARS (\$300.00) towards the repairing of this bridge.

All damages sustained by any person by reason of said repairs on this bridge shall be paid by the Town of Hampden.

Charles W. Bray)
Thos. J. Costello) County
Edward J. Stapleton) Commissioners
of the County
of Hampden.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT the undersigned, Selectmen of the Town of Chester in said County, that common convenience and necessity require that the highway leading from Chester to Middlefield and known as Chester Hill Road be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at Sta 254 to 301 and Sta 376 to 386 and extend in a northerly direction for a distance of 5700 feet more or less.

Chester, Selectmen
of the Town of, Petre.
for specific repairs
on Chester Hill Road,
the work to begin at
sta 254 to 301 and
sta 376 to 386, in a
northerly direction
for a distance of
5700 feet more or
less and for aid.

WHEREFOR your petitioners pray that your Honorable Board after notice, view and hearing, may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this 28th day of August 1939.

Thomas Rose

Leon J. Kelso

William Markham

SELECTMEN OF THE TOWN OF CHESTER

The foregoing petition was entered on the 8th day of September 1939, and due proceedings having been had thereon, on the 1st day of November 1939, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting November 1, 1939

On the petitions of the Selectmen of the Town of Chester for specific repairs on Chester Hill Road, the work to begin at sta 254 to 301 and sta 376 to 386, in a northerly direction for a distance of 5700 feet more or less and for aid;

and

for specific repairs on East River Road, the work to begin at sta 102 to 123 and at the new bridge (No 4) in a northerly direction for a distance of 5000 feet more or less and for aid;

and

for specific repairs on Middlefield Road, the work to begin at a point about 300 feet north of town hall and extend northerly for a distance of 5500 feet more or less, at stations as directed by Dept. of Public Works, and for aid.

This decree covers the above three petitions and is filed in each case. The petitions are No. 34, No. 35 and No. 36 respectively.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twenty-sixth day of October, A. D. 1939, view said highways and hear all parties interested and did adjudge that specific repairs should be made. At the time of said views no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on said roads in Chester, - to maintain, treat with bituminous material and otherwise improve about 18,287 feet of roads in Chester, leading to adjoining towns, and being known as the Middlefield, Chester Hill and East River Roads; the work to be done in six sections:

Middlefield Road,	sta 35+0--57+0,	2200 feet
	sta 95+0--127+0,	3200 feet
Chester Hill Road,	sta 254+0-301+0,	4,700 feet
	sta 376+50--386+67	1,017 feet
East River Road,	sta 79+50--135+30,	5,600 feet
	sta 220+0--236+0,	1,570 feet

these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Chester a sum not to exceed ONE THOUSAND DOLLARS (\$1,000.00) towards the repairing of these highways.

All damages sustained by any person by reason of said repairs on these roads, shall be paid by the Town of Chester.

Charles W. Bray)
Thos. J. Costello)County
Edward J. Stapleton)Commissioners
)of the County
)of Hampden

Chester, Selectmen of the Town of, Petrs. for specific repairs on East River Road, the work to begin at sta. 102 to 123 and at the new bridge (No. 4) in a northerly direction for a distance of 5000 feet more or less and for aid.

35

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT the undersigned, Selectmen of the Town of Chester in said County, that common convenience and necessity require that the highway leading from Chester to Middlefield and known as East River Road be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at Sta. 102 to 123 and at the new bridge (No 4) and extend in a northerly direction for a distance of 5000 feet more or less.

WHEREFOR your petitioners pray that your Honorable Board after notice, view and hearing, may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this 28th day of August 1939.

Thomas Rose

Leon J. Kelso

William Markham

SELECTMEN OF THE TOWN OF CHESTER

The foregoing petition was entered on the 8th day of September 1939, and due proceedings having been had thereon, on the 1st day of November 1939, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting November 1, 1939

On the petitions of the Selectmen of the Town of Chester for specific repairs on Chester Hill Road, the work to begin at sta 254 to 301 and sta 376 to 386, in a northerly direction for a distance of 5700 feet more or less and for aid;

and

for specific repairs on East River Road, the work to begin at sta 102 to 123 and at the new bridge (No 4) in a northerly direction for a distance of 5000 feet more or less and for aid;

and

for specific repairs on Middlefield Road, the work to begin at a point about 300 feet north of town hall and extend northerly for a distance of 5500 feet more or less, at stations as directed by Dept. of Public Works, and for aid.

This decree covers the above three petitions and is filed in each case. The petitions are No. 34, No. 35 and No. 36 respectively.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twenty-sixth day of October, A. D. 1939, view said highways and hear all parties interested and did adjudge that specific repairs should be made. At the time of said views no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on said roads in Chester, -to maintain, treat with bituminous material and otherwise improve about 18,287 feet of roads in Chester, leading to adjoining towns, and being known as the Middlefield, Chester Hill and East River Roads; the work to be done in six sections:

Middlefield Road,	sta 35+0--57+0	2200 feet
	sta 95+0--127+0,	3200 feet
Chester Hill Road,	sta 254+0-301+0,	4,700 feet
	sta 376+50--386+67,	1,017 feet
East River Road,	sta 79+50--135+30,	5,600 feet
	sta 220+0--236+0,	1,570 feet

these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Chester a sum not to exceed ONE THOUSAND DOLLARS (\$1,000.00) towards the repairing of these highways.

All damages sustained by any person by reason of said repairs on these roads, shall be paid by the Town of Chester.

Charles W. Bray)
Thos. J. Costello) County
Edward J. Stapleton) Commissioners
of the County
of Hampden

Chester. Selectmen of the Town of, Petrs. for specific repairs on Middlefield Road, the work to begin at a point about 300 feet north of town hall and extend northerly for a distance of 5500 feet more or less, at stations as directed by Dept. of Public Works, and for aid.

36

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT the undersigned, Selectmen of the Town of Chester in said County, that common convenience and necessity require that the highway leading from Chester to Middlefield and known as Middlefield Road be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at a point about 300 ft north of town hall and extend in a northerly direction for a distance of 5500 feet more or less, at stations as directed by Dept. of Public Works.

WHEREFOR your petitioners pray that your Honorable Board after notice, view and hearing, may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this 28th day of August 1939.

Thomas Rose
Leon J. Kelso
William Markham

SELECTMEN OF THE TOWN OF CHESTER

The foregoing petition was entered on the 8th day of September 1939, and due proceedings having been had thereon, on the 1st day of November 1939, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting November 1, 1939

On the petitions of the Selectmen of the Town of Chester for specific repairs on Chester Hill Road, the work to begin at sta 254 to 301 and sta 376 to 386, in a northerly direction for a distance of 5700 feet more or less and for aid;

and

for specific repairs on East River Road, the work to begin at sta 102 to 123 and at the new bridge (No 4) in a northerly direction for a distance of 5000 feet more or less and for aid;

and

for specific repairs on Middlefield Road, the work to begin at a point about 300 feet north of town hall and extend northerly for a distance of 5500 feet more or less, at stations as directed by Dept. of Public Works, and for aid.

This decree covers the above three petitions and is filed in each case. The petitions are No. 34, No. 35 and No. 36 respectively.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twenty-sixth day of October, A. D. 1939, view said highways and hear all parties interested and did adjudge that specific repairs should be made. At the time of said views no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on said roads in Chester,--to maintain, treat with bituminous material and otherwise improve about 18,287 feet of roads in Chester, leading to adjoining towns, and being known as the Middlefield, Chester Hill and East River Roads; the work to be done in six sections:

Middlefield Road,	sta 35+0--57+0,	2200 feet
	sta 95+0--127+0,	3200 feet
Chester Hill Road,	sta 254+0-301+0,	4,700 feet
	sta 376+50--386+67,	1,017 feet
East River Road,	sta 79+50--135+30,	5,600 feet
	sta 220+0--236+0,	1,570 feet

these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Chester a sum not to exceed ONE THOUSAND DOLLARS (\$1,000.00) towards the repairing of these highways.

All damages sustained by any person by reason of said repairs on these roads, shall be paid by the Town of Chester.

Charles W. Bray)
Thos. J. Costello	)County
Edward J. Stapleton	)Commissioners
	)of the County
	)of Hampden

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT the undersigned, Selectmen of the Town of TOLLAND in said County, that common convenience and necessity require that the highway leading from Granville to New Boston and known as Granville-New Boston Rd., be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at Granville-Tolland town line and extend in a westerly direction for a distance of 15,000 feet more or less.

WHEREFOR your petitioners pray that your Honorable Board after notice, view and hearing, may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this 28th day of August 1939.

Kenneth F. Hale

Louis F. Dutton

SELECTMEN OF THE TOWN OF TOLLAND

Tolland, Selectmen of the Town of, Petrs. for specific repairs on Granville-New Boston Road, the work to begin at Granville-Tolland town line, in a westerly direction for a distance of 15,000 feet more or less, and for aid.

The foregoing petition was entered on the 13th day of September 1939, and due proceedings having been had thereon, on the 1st day of November 1939, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting November 1, 1939

On the petition of the Selectmen of the Town of Tolland for specific repairs on Granville-New Boston Road, the work to begin at Granville-Tolland town line, in a westerly direction for a distance of 15,000 feet more or less, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twenty-sixth day of October, A. D. 1939, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said hearing no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made: to maintain, treat with bituminous material and otherwise improve about 11,775 feet of road in Tolland, leading from Granville, and being known as the West Granville Road; the work to begin at the Granville line, station 6+65, and extend in a westerly direction to station 124+40; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Tolland a sum not to exceed FOUR HUNDRED DOLLARS (\$400.00) towards the repairing of this road.

All damages sustained by any person by reason of said repairs on this road shall be paid by the Town of Tolland.

Charles W. Bray)
Thos. J. Costello) County
Edward J. Stapleton) Commissioners
of the County
of Hampden

Tolland, Selectmen of the Town of, Petrs. for specific repairs on New Boston Road, the work to begin at station 249-50 and extend in a westerly direction for a distance of 3200 feet more or less, and for aid.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT the undersigned, Selectmen of the Town of TOLLAND in said County, that common convenience and necessity require that the highway leading from Tolland to New Boston and known as New Boston Rd. be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at Station 249-50 and extend in a westerly direction for a distance of 3200 feet more or less.

WHEREFOR your petitioners pray that your Honorable Board after notice, view and hearing, may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this 28th day of August 1939.

Kenneth F. Hale

Louis F. Dutton

SELECTMEN OF THE TOWN OF TOLLAND

The foregoing petition was entered on the 13th day of September 1939, and due proceedings having been had thereon, on the 1st day of November 1939, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting November 1, 1939

On the petition of the Selectmen of the Town of Tolland for specific repairs on New Boston Road, the work to begin at station 249-50 and extend in a westerly direction for a distance of 3200 feet more or less, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twenty-sixth day of October, A. D. 1939, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said hearing no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made: to surface with stone retread and otherwise improve about 3,250 feet of road in Tolland, leading from Granville to Sandisfield, and being known as the New Boston Road; the work to begin at the end of the section of said road improved in 1936, station 249+50, and extend in a westerly direction to station 282+00; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Tolland a sum not to exceed ONE THOUSAND FOUR HUNDRED DOLLARS (\$1,400.) towards the repairing of this road.

All damages sustained by any person by reason of said repairs on this road shall be paid by the Town of Tolland.

Charles W. Bray)
Thos. J. Costello) County
Edward J. Stapleton) Commissioners
of the County
of Hampden

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY represent the undersigned, Selectmen of the Town of West Springfield, in said County, that common convenience and necessity require that the highway known as Elm Street in said West Springfield be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at King's Highway and extending northerly approximately 1000 feet to Riverdale Street.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

West Springfield, Selectmen of the Town of, Petrs. for specific repairs on Elm St., the work to begin at King's Highway and extend northerly approx. 1000 feet to Riverdale Street, and for aid.

Dated this Twelfth day of September, 1939.

Henry S. Johnston

Frank T. Raleigh

James R. Dearden

Board of Selectmen of the
Town of West Springfield.

The foregoing petition was entered on the 14th day of September 1939, and due proceedings having been had thereon, on the 15th day of November 1939, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting November 15, 1939

On the petition of the Selectmen of the Town of West Springfield for specific repairs on Elm Street, the work to begin at King's Highway and extend northerly approx. 1000 feet to Riverdale Street, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twenty-fifth day of October, A. D. 1939, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said hearing no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made: to grade, widen with bituminous macadam and otherwise improve about 719 feet of road in West Springfield, leading to Holyoke, and being known as Elm Street; the work to begin at the end of the section of said road improved in 1938, station 7+19, and extend in a northerly direction to the junction of the Riverdale Road, station 0+00; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of West Springfield a sum not to exceed TWO THOUSAND DOLLARS (\$2,000.) towards the repairing of this road.

All damages sustained by any person by reason of said repairs on this road shall be paid by the Town of West Springfield.

Charles W. Bray)
Thos. J. Costello) County
Edward J. Stapleton) Commissioners
of the County
of Hampden.

West Springfield, Selectmen of the Town of, Petrs. for specific repairs on Westfield St., the work to begin at King's Highway and extend easterly a distance of approx. 3000 feet, and for aid.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY represent the undersigned, Selectmen of the Town of West Springfield, in said County, that common convenience and necessity require that the highway known as Westfield Street in said West Springfield be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at King's Highway and extending easterly a distance of approximately 3000 feet.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may determine and specify such specific repairs and order them to be made, and that said County contribute to

the expense of said repairs together with an appropriation from the State and Town.

Dated this Twelfth day of September, 1939.

Henry S. Johnston

Frank T. Raleigh

James R. Dearden

Board of Selectmen of the
Town of West Springfield.

The foregoing petition was entered on the 14th day of September 1939, and due proceedings having been had thereon, on the 1st day of November 1939, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting November 1, 1939

On the petitions of the Selectmen of the Town of West Springfield for specific repairs on Westfield Street, the work to begin at King's Highway and extend easterly a distance of approx. 3000 feet, and for aid;

and

for specific repairs on Union Street, the work to begin at Park Avenue and extend southerly a distance of approx. 4500 feet, and for aid;

and

for specific repairs on Morgan Road, the work to begin at Riverdale Street and extend westerly a distance of approx. 3000 feet, and for aid;

and

for specific repairs on Piper Road, the work to begin at King's Highway and extend northerly a distance of approx. 6800 feet and for aid.

This decree covers the above four petitions and is filed in each case. The petitions are No. 40, No. 41, No. 42, and No. 43 respectively.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twenty-fifth day of October A. D. 1939, view said highways and hear all parties interested and did adjudge that specific repairs should be made. At the time of said hearings no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on said roads in West Springfield, - to maintain, treat with bituminous material and otherwise improve about 18,787 feet of roads in West Springfield, leading to adjoining towns, and being known as Union and Westfield Streets and Piper, Morgan and Piper Cross Roads; the work to be done in five sections:

Union Street	-	4,400 feet
Westfield Street	-	3,523 "
Piper Road	-	7,615 "
Morgan Road	-	2,454 "
Piper Cross Road	-	795 "

these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of West Springfield a sum not to exceed ONE THOUSAND DOLLARS (\$1,000.) towards the repairing of these highways.

All damages sustained by any person by reason of said repairs on these roads, shall be paid by the Town of West Springfield.

Charles W. Bray)
Thos. J. Costello) County
Edward J. Stapleton) Commissioners
of the County
of Hampden

West Springfield, Selectmen of the Town of, Petrs. for specific repairs on Union Street the work to begin at Park Avenue and extend southerly a distance of approx. 4500 feet, and for aid.

41

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY represent the undersigned, Selectmen of the Town of West Springfield, in said County, that common convenience and necessity require that the highway known as Union Street in said West Springfield be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at Park Avenue and extend southerly a distance of approximately 4500 feet.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this Twelfth day of September, 1939.

Henry S. Johnston

Frank T. Raleigh

James R. Dearden

Board of Selectmen of the
Town of West Springfield.

The foregoing petition was entered on the 14th day of September 1939, and due proceedings having been had thereon, on the 1st day of November 1939, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting November 1, 1939

On the petitions of the Selectmen of the Town of West Springfield for specific repairs on Westfield Street, the work to begin at King's Highway and extend easterly a distance of approx. 3000 feet, and for aid;

and

for specific repairs on Union Street, the work to begin at Park Avenue and extend southerly a distance of approx. 4500 feet, and for aid;

and

for specific repairs on Morgan Road, the work to begin at Riverdale Street and extend westerly a distance of approx. 3000 feet, and for aid;

and

for specific repairs on Piper Road, the work to begin at King's Highway and extend northerly a distance of approx. 6800 feet and for aid.

This decree covers the above four petitions and is filed in each case. The petitions are No. 40, No. 41, No. 42, and No. 43 respectively.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twenty-fifth day of October A. D. 1939, view said highways and hear all parties interested and did adjudge that specific repairs should be made. At the time of said hearings no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on said roads in West Springfield, - to maintain, treat with bituminous material and otherwise improve about 18,787 feet of roads in West Springfield, leading to adjoining towns, and being known as Union and Westfield Streets and Piper, Morgan and Piper Cross Roads; the work to be done in five sections:

Union Street	-	4,400 feet
Westfield Street	-	3,523 "
Piper Road	-	7,614 "
Morgan Road	-	2,454 "
Piper Cross Road	-	795 "

these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of West Springfield a sum not to exceed ONE THOUSAND DOLLARS (\$1,000.) towards the repairing of these highways.

All damages sustained by any person by reason of said repairs on these roads, shall be paid by the Town of West Springfield.

Charles W. Bray)
Thos. J. Costello	) County
Edward J. Stapleton	) Commissioners
	) of the County
	) of Hampden

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY represent the undersigned, Selectmen of the Town of West Springfield, in said County, that common convenience and necessity require that the highway known as Morgan Road in said West Springfield be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at Riverdale Street and extending westerly a distance of approximately 3000 feet.

West Springfield, Selectmen of the Town of, Petrs. for specific repairs on Morgan Road, the work to begin at Riverdale Street and extend westerly a distance of approx. 3000 feet, and for aid.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this Twelfth day of September, 1939.

Henry S. Johnston
Frank R. Raleigh
James R. Dearden

Board of Selectmen of the
Town of West Springfield.

The foregoing petition was entered on the 14th day of September 1939, and due proceedings having been had thereon, on the 1st day of November 1939, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting November 1, 1939

On the petitions of the Selectmen of the Town of West Springfield for specific repairs on Westfield Street, the work to begin at King's Highway and extend easterly a distance of approx. 3000 feet, and for aid;

and

for specific repairs on Union Street, the work to begin at Park Avenue and extend southerly a distance of approx. 4500 feet, and for aid;

and

for specific repairs on Morgan Road, the work to begin at Riverdale Street and extend westerly a distance of approx. 3000 feet, and for aid;

and

for specific repairs on Piper Road, the work to begin at King's Highway and extend northerly a distance of approx. 6800 feet and for aid.

This decree covers the above four petitions and is filed in each case. The petitions are No. 40, No. 41, No. 42, and No. 43 respectively.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twenty-fifth day of October A. D. 1939, view said highways and hear all parties interested and did adjudge that specific repairs should be made. At the time of said hearings no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on said roads in West Springfield, - to maintain, treat with bituminous material and otherwise improve about 18,787 feet of roads in West Springfield, leading to adjoining towns, and being known as Union and Westfield Streets and Piper, Morgan and Piper Cross Roads; the work to be done in five sections:

Union Street	-	4,400 feet
Westfield Street	-	3,523 "
Piper Road	-	7,614 "
Morgan Road	-	2,454 "
Piper Cross Road	-	795 "

these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of West Springfield a sum not to exceed ONE THOUSAND DOLLARS (\$1,000.) towards the repairing of these highways.

All damages sustained by any person by reason of said repairs

on these roads, shall be paid by the Town of West Springfield.

Charles W. Bray)
Thos. J. Costello) County
Edward J. Stapleton) Commissioners
of the County
of Hampden

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY represent the undersigned, Selectmen of the Town of West Springfield, in said County, that common convenience and necessity require that the highway known as Piper Road in said West Springfield be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at King's Highway and extending northerly a distance of approximately 6800 feet.

West Springfield, Selectmen of the Town of, Petrs. for specific repairs on Piper Road, the work to begin at King's Highway and extend northerly a distance of approx. 6800 feet and for aid.

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WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this twelfth day of September, 1939.

Henry S. Johnston

Frank T. Raleigh

James R. Dearden

Board of Selectmen of the
Town of West Springfield.

The foregoing petition was entered on the 14th day of September 1939, and due proceedings having been had thereon, on the 1st day of November 1939, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting November 1, 1939

On the petitions of the Selectmen of the Town of West Springfield for specific repairs on Westfield Street, the work to begin at King's Highway and extend easterly a distance of approx. 3000 feet, and for aid;

and

for specific repairs on Union Street, the work to begin at Park Avenue and extend southerly a distance of approx. 4500 feet, and for aid;

and

for specific repairs on Morgan Road, the work to begin at Riverdale Street and extend westerly a distance of approx. 3000 feet, and for aid;

and

for specific repairs on Piper Road, the work to begin at King's Highway and extend northerly a distance of approx. 6800 feet and for aid.

This decree covers the above four petitions and is filed in each case. The petitions are No. 40, No. 51, No. 42, and No. 43 respectively.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twenty-fifth day of October A. D. 1939, view said highways and hear all parties interested and did adjudge that

specific repairs should be made. At the time of said hearings no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on said roads in West Springfield, - to maintain, treat with bituminous material and otherwise improve about 18,787 feet of roads in West Springfield, leading to adjoining towns, and being known as Union and Westfield Streets and Piper, Morgan and Piper Cross Roads; the work to be done in five sections:

Union Street	-	4,400 feet
Westfield Street	-	3,523 "
Piper Road	-	7,615 "
Morgan Road	-	2,454 "
Piper Cross Road	-	795 "

these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of West Springfield a sum not to exceed ONE THOUSAND DOLLARS (\$1,000.) towards the repairing of these highways.

All damages sustained by any person by reason of said repairs on these roads, shall be paid by the Town of West Springfield.

Charles W. Bray)
Thos. J. Costello	) County
Edward J. Stapleton	) Commissioners
	) of the County
	) of Hampden

Holland, Selectmen of the Town of, Petrs. for specific repairs on Mashapaug Road, the work to begin at about station 225 and extend in a northerly direction for a distance of 2200 feet more or less, and for aid.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN.

RESPECTFULLY REPRESENT the undersigned, Selectmen of the Town of Holland, in said County, that common convenience and necessity require that the highway leading from Holland to Mashapaug and known as the Mashapaug Rd. be specifically repaired by grading, resurfacing, or hardening and otherwise repaired as may be necessary, the work to begin at about Station 225 and extend in a northerly direction for a distance of 2200 feet more or less.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this 4th day of September 1939.

Arthur R. Phenner

M. Henry Sichel

Lewis E. Howlett

SELECTMEN OF HOLLAND.

The foregoing petition was entered on the 15th day of September 1939, and due proceedings having been had thereon, on the 15th day of November 1939, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting November 15, 1939

On the petition of the Selectmen of the Town of Holland for specific repairs on Mashapaug Road, the work to begin at about station 225 and extend in a northerly direction for a distance of 2200 feet more or less, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the sixth day of November A. D. 1939, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said hearing no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made: to grade, surface with gravel and tar mixed in place and otherwise improve about 1,700 feet of road in Holland, leading from the Connecticut line, and being known as the Mashapaug Road; the work to begin at the end of the section of said road improved in 1938, station 234+00, and extend in a northerly direction to station 217+00; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Holland a sum not to exceed ONE THOUSAND FIVE HUNDRED DOLLARS (\$1,500.) towards the repairing of this road.

All damages sustained by any person by reason of said repairs on this road shall be paid by the Town of Holland.

Charles W. Bray)
Thos. J. Costello) County
Edward J. Stapleton) Commissioners
of the County
of Hampden

To the Honorable County Commissioners of the County of Hampden:

Respectfully represent the undersigned, Selectmen of the Town of Southwick, in said County, that common convenience and necessity require that the highway running through the Town of Southwick, connecting the Towns of Agawam and Granville, and known as Route 57, be specifically repaired by grading, re-surfacing or hardening and otherwise repaired as may be necessary, the work to begin at the Agawam-Southwick line and extending westerly to the Granville-Southwick line, being a distance of about eight miles more or less.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this eighth day of September, A. D. 1939.

Henry D. Altobello } Selectmen
Enfred Anderson } of
Southwick.

Southwick, Selectmen of the Town or, Petrs. for specific repairs on highway connecting the Towns of Agawam and Granville and known as Route 57, the work to begin at the Agawam-Southwick line and extend westerly to the Granville-Southwick line, a distance of about eight miles more or less, and for aid.

The foregoing petition was entered on the 15th day of September 1939, and due proceedings having been had thereon, on the 1st day of November 1939, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting November 1, 1939

On the petition of the Selectmen of the Town of Southwick for specific repairs on highway connecting the Towns of Agawam and Granville and known as Route 57, the work to begin at the Agawam-Southwick line and extend westerly to the Granville-Southwick line, a distance of about eight miles more or less, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twenty-sixth day of October, A. D. 1939, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said hearing no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made: to maintain, treat with bituminous material and otherwise improve about 16,488 feet of road in Southwick, leading from Agawam, and being known as the Feeding Hills Road (Route #57); the work to begin at the junction of State highway Route #10, station 30+00, and extend in an easterly direction to the Agawam line, station 194+88; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Southwick a sum not to exceed ONE THOUSAND DOLLARS (\$1,000.) towards the repairing of this road.

All damages sustained by any person by reason of said repairs on this road shall be paid by the Town of Southwick.

Charles W. Bray)
Thos. J. Costello) County
Edward J. Stapleton) Commissioners
of the County
of Hampden.

Chester, Selectmen of the Town of, Petrs. for specific repairs on Chester Hill Road, the work to begin at station 336 to 376 in a northerly direction for 5700 feet more or less, and for aid.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT the undersigned, Selectmen of the Town of Chester in said County, that common convenience and necessity require that the highway leading from Huntington to Middlefield and known as Chester Hill Road be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at Station 336 to 376 and extend in a northerly direction for a distance of 5700 feet more or less.

WHEREFOR your petitioners pray that your Honorable Board after notice, view and hearing, may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this 18th day of September 1939.

Thomas Rose

Leon J. Kelso

William Markham

SELECTMEN OF THE TOWN OF CHESTER.

The foregoing petition was entered on the 20th day of September 1939, and due proceedings having been had thereon, on the 1st day of November 1939, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting November 1, 1939

On the petition of the Selectmen of the Town of Chester for specific repairs on Chester Hill Road, the work to begin at station 336 to 376 in a northerly direction for 5700 feet more or less, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twenty-sixth day of October, A. D. 1939, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said hearing no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made: to grade, surface with bituminous gravel and otherwise improve about 1,050 feet of road in Chester, leading from Middlefield to Huntington, and being known as the Chester Hill Road; the work to begin at the end of the section of said road improved in 1936, station 351, and extend in a northerly direction to station 361+50; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Chester a sum not to exceed ONE THOUSAND DOLLARS (\$1,000.) towards the repairing of this road.

All damages sustained by any person by reason of said repairs on this road shall be paid by the Town of Chester.

Charles W. Bray)
Thos. J. Costello) County
Edward J. Stapleton) Commissioners
of the County
of Hampden.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT the undersigned, Selectmen of the Town of GRANVILLE in said County, that common convenience and necessity require that the highway leading from Tolland line to Granville Center and known as Main Road be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at Tolland line and extend in an easterly direction for a distance of 5 miles more or less.

Granville, Selectmen of the Town of, Petrs. for specific repairs on Main Road, the work to begin at Tolland line and extend in an easterly direction for a distance of 5 miles more or less, and for aid.

WHEREFOR your petitioners pray that your Honorable Board after notice, view and hearing, may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this 25 day of September 1939.

Stephen M. Roberts

David F. Kenney

Jos. Collier

SELECTMEN OF THE TOWN OF GRANVILLE

The foregoing petition was entered on the 29th day of September 1939, and due proceedings having been had thereon, on the 1st day of November 1939, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting November 1, 1939

On the petition of the Selectmen of the Town of Granville for specific repairs on Main Road, the work to begin at Tolland line and extend in an easterly direction for a distance of 5 miles more or less, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twenty-sixth day of October, A. D. 1939, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said hearing no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made: to maintain, treat with bituminous material and otherwise improve about 5 miles of road in Granville, leading to Tolland, and being known as the Main Road; the work to begin at the Tolland line and extend in an easterly direction for a distance of about 5 miles; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Granville a sum not to exceed ONE THOUSAND DOLLARS (\$1,000.00) towards the repairing of this road.

All damages sustained by any person by reason of said repairs on this road shall be paid by the Town of Granville.

Charles W. Bray)
Thos. J. Costello) County
Edward J. Stapleton) Commissioners
of the County
of Hampden.

Brimfield, Selectmen of the Town of, Petrs. for specific repairs on Warren Rd., Brookfield Rd. and Holland Road and for aid.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT the undersigned, Selectmen of the Town of Brimfield in said County, that common convenience and necessity require that the following highways be specifically repaired by resurfacing, grading or hardening and otherwise repaired as may be necessary:

Warren Road leading from Brimfield to Warren
the work to begin at Warren Town Line Sta. 160+ 82
and extend in a Southerly direction
for a distance of 16,082 feet more or less;

Brookfield Road leading from Brimfield to Brookfield
the work to begin at Warren Town Line Sta. 128+00
and extend in a Southwesterly direction
for a distance of 12,800 feet more or less;

Holland Road leading from Brimfield to Holland
the work to begin at State Highway, Sta. 0+00
and extend in a Southwesterly direction
for a distance of 11,436 feet more or less;

WHEREFORE your petitioners pray that your Honorable Board after
notice, view and hearing, may determine and specify such specific re-
pairs and order them to be made, and that said County contribute to the
expense of said repairs together with an appropriation from the State
and Town.

Dated this 25th. day of September 1939.

Edward J. Killian

Everett D. Landen

Jas. A. G. Hoyt

SELECTMEN OF THE TOWN OF BRIMFIELD

The foregoing petition was entered on the 3rd day of October 1939, and
due proceedings having been had thereon, on the 8th day of November 1939,
said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hamden, ss: County Commissioners' Meeting November 8, 1939

On the petition of the Selectmen of the Town of Brimfield for
specific repairs on Warren Road, Brookfield Road and Holland Road, and
for aid.

It appearing that all persons and corporations interested
therein had been duly notified of the time and place of meeting, the
said Commissioners did on the sixth day of Nov. A. D. 1939, view said
highways and hear all parties interested and did adjudge that specific
repairs should be made. At the time of said hearing no person interested
having objected after adjudicating as aforesaid, said Commissioners
order the following repairs made: to maintain, treat with bituminous
material and otherwise improve about 38,218 feet of roads in Brimfield,
leading to adjoining towns, and being known as the Brookfield, Holland
and Warren Roads; the work to be done in three sections:

Brookfield Road	-	10,700 feet
Holland Road	-	11,436 feet
Warren Road	-	16,082 feet

these repairs to be made according to specifications set forth in agree-
ment of the Department of Public Works-Division of Highways, on file
with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Brimfield a sum not to exceed SEVEN HUNDRED FIFTY DOLLARS (\$750.00) towards the repairing of these roads.

All damages sustained by any person by reason of said repairs on these roads shall be paid by the Town of Brimfield.

Charles W. Bray)
Thos. J. Costello) County
Edward J. Stapleton) Commissioners
of the County
of Hampden

Ludlow, Selectmen of
the Town of, Petrs. for
specific repairs on
East Street and for
aid.

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TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT the undersigned, Selectmen of the Town of Ludlow, in said County, that common convenience and necessity require that the highway leading from Ludlow to Wilbraham and known as "East Street" - beginning at the intersection of Miller Street and running Easterly to Red Bridge, be specifically repaired under Chapter 90 Maintenance job.

WHEREFOR your petitioners pray that your Honorable Board after notice, view and hearing, may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

DATED this 6th day of October, 1939.

Raymond L. Warren Chairman,
Robert M. Mackintosh Board of
Selectmen,
Ludlow, Mass.

The foregoing petition was entered on the 7th day of October 1939, and due proceedings having been had thereon, on the 8th day of November 1939, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting November 8, 1939

On the petitions of the Selectmen of the Town of Ludlow for specific repairs on Belchertown Road, the work to begin at point 50 feet north of Higher Brook and extend northerly for a distance of 7920 feet more or less, and for aid;

and

for specific repairs on East Street and for aid;

and

for specific repairs on bridge over Harris Brook on Belchertown Road, and for aid;

and

for specific repairs on West Street and for aid.

This decree covers the above four petitions and is filed in each case. The petitions are No. 25, - No. 50, - No. 51, - and No. 53 respectively.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the sixth day of November, A. D. 1939, view said highways and bridge and hear all parties interested and did adjudge that specific repairs should be made. At the time of said views no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made - to maintain, treat with bituminous material and otherwise improve about 60,597 feet of roads in Ludlow, leading to adjoining towns, and being known as West Street and Belchertown and Three Rivers Roads; the work to be done in four sections:

West Street	- 23,222 feet	
Belchertown Road	- 29,375 feet	-(including that portion of the
Three Rivers Road also known		{Belchertown Highway known as }
as East Street	- 8,000 feet	(the Harris Brook Bridge)

these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Ludlow a sum not to exceed ONE THOUSAND FIVE HUNDRED DOLLARS (\$1,500.) towards the repairing of these highways.

All damages sustained by any person by reason of said repairs on these highways, shall be paid by the Town of Ludlow.

Charles W. Bray)
	:County
Thos. J. Costello	)Commissioners
	:of the County
Edward J. Stapleton	)of Hampden

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT the undersigned, Selectmen of the Town of Ludlow, in said County, that common convenience and necessity require that specific repairs be made over "Harris Brook" on Belchertown Road - Town of Ludlow.

WHEREFOR your petitioners pray that your Honorable Board after notice, view and hearing, may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

DATED this sixth day of October, 1939.

Raymond L. Warren Chairman,
Board of

Robert M. Mackintosh Selectmen,
Ludlow, Mass.

The foregoing petition was entered on the 7th day of October 1939, and due proceedings having been had thereon, on the 8th day of November 1939, said Commissioners file the following Final Decree, to wit:

Ludlow, Selectmen of the Town of, Petrs. for specific repairs on bridge over Harris Brook on Belchertown Road, and for aid.

Oct. Meeting 1939

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting November 8, 1939

On the petitions of the Selectmen of the Town of Ludlow for specific repairs on Belchertown Road, the work to begin at point 50 feet north of Higher Brook and extend northerly for a distance of 7920 feet more or less, and for aid;

and

for specific repairs on East Street and for aid;

and

for specific repairs on bridge over Harris Brook on Belchertown Road, and for aid;

and

for specific repairs on West Street and for aid.

This decree covers the above four petitions and is filed in each case. The petitions are No. 25, - No. 50, - No. 51, - and No. 53 respectively.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the sixth day of November, A. D. 1939, view said highways and bridge and hear all parties interested and did adjudge that specific repairs should be made. At the time of said views no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made - to maintain, treat with bituminous material and otherwise improve about 60,597 feet of roads in Ludlow, leading to adjoining towns, and being known as West Street and Belchertown and Three Rivers Roads; the work to be done in four sections:

West Street - 23,222 feet

Belchertown Road - 29,375 feet - (including that portion of the
(Belchertown Highway known as)
Three Rivers Road also known (the Harris Brook Bridge)
as East Street - 8,000 feet

these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Ludlow a sum not to exceed ONE THOUSAND FIVE HUNDRED DOLLARS (\$1,500.) towards the repairing of these highways.

All damages sustained by any person by reason of said repairs on these highways, shall be paid by the Town of Ludlow.

Charles W. Bray)
Thos. J. Costello) County
Edward J. Stapleton) Commissioners
of the County
of Hampden

Oct. Meeting 1939

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN.

Respectfully represent the undersigned, Selectmen of the Town of East Longmeadow, in said County, that common convenience and necessity require that specific repairs be made to the following highways located in the said town as follows:

Chestnut Street from the Longmeadow Line easterly to Shaker Road 5,000 feet; from Prospect Street easterly to Park's place 1500 feet.

Wilbraham Road from Allen Street easterly to the Springfield Line 3200 feet.

Porter Road from Mapleshade Avenue easterly 1800 feet.

Wherefore, your Petitioners pray that your Honorable Board after notice, view and hearing may determine and specify such specific repairs and order them to be made, and that the County of Hampden shall contribute to the expense of said repairs, together with an appropriation from the State and Town.

Dated this seventh day of October 1939.

George T. Smith

Sanford P. Nooney

Leo D. Glynn

Selectmen of the Town of East Longmeadow.

The foregoing petition was entered on the 9th day of October 1939, and due proceedings having been had thereon, on the 29th day of November 1939, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting November 29, 1939

On the petitions of the Selectmen of the Town of East Longmeadow for specific repairs on Chestnut Street, Wilbraham Road and Porter Road, and for aid; and for specific repairs on Parker Street, northerly from Somers Road, 4500 feet, and for aid.

This decree covers the above two petitions and is filed in each case. The petitions are No. 52 and No. 71 respectively.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twenty-fifth day of October, A. D. 1939, view said Chestnut Street, Wilbraham Road and Porter Road and hear all parties interested and did on the twenty-second day of November, A. D. 1939, view the highway known as Parker Street and hear all parties interested, and did adjudge that specific repairs should be made on said four highways. At the time of said hearings no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made: to maintain, treat with bituminous material and otherwise improve about 16,373 feet of roads in East Longmeadow, leading to adjoining towns, and being known as Chestnut and Parker Streets and Wilbraham and Porter Roads; the work to be done in four sections:

East Longmeadow, Selectmen of the Town of, Petrs. for specific repairs on Chestnut Street, Wilbraham Road and Porter Road, and for aid.

Chestnut Street - 6,800 feet
Wilbraham Road - 3,273 feet
Porter Road - 1,800 feet
Parker Street - 4,500 feet

these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of East Longmeadow a sum not to exceed NINE HUNDRED DOLLARS (\$900.00) towards the repairing of these roads.

All damages sustained by any person by reason of said repairs on these roads shall be paid by the Town of East Longmeadow.

Charles W. Bray

Thos. J. Costello

Edward J. Stapleton

COUNTY COMMISSIONERS OF THE COUNTY OF
HAMPDEN

Ludlow, Selectmen of
the Town of, Petrs. for
specific repairs on
West Street and for
aid.

53

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT the undersigned, Selectmen of the Town of Ludlow, in said County, that common convenience and necessity require that the highway leading from Ludlow City to Indian Orchard Bridge on West Street and known as "West Street", - a distance of 4-1/2 miles, be specifically repaired under Chapter 90 Maintenance job.

WHEREFOR your petitioners pray that your Honorable Board after notice, view and hearing, may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

DATED this 9th day of October, 1939.

Chairman,

Aldie J. Latourneau Board of

Robert M. Mackintosh Selectmen,
Ludlow, Mass.

The foregoing petition was entered on the 9th day of October 1939, and due proceedings having been had thereon, on the 8th day of November 1939, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss; County Commissioners' Meeting November 8, 1939

On the petitions of the Selectmen of the Town of Ludlow for specific repairs on Belchertown Road, the work to begin at point 50 feet north of Higher Brook and extend northerly for a distance of 7920 feet more or less, and for aid;

and

for specific repairs on East Street and for aid;

and

for specific repairs on bridge over Harris Brook on Belchertown Road, and for aid;

and

for specific repairs on West Street and for aid.

This decree covers the above four petitions and is filed in each case. The petitions are No. 25, - No. 50, - No. 51, - and No. 53 respectively.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the sixth day of November, A. D. 1939, view said highways and bridge and hear all parties interested and did adjudge that specific repairs should be made. At the time of said views no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made - to maintain, treat with bituminous material and otherwise improve about 60,597 feet of roads in Ludlow, leading to adjoining towns, and being known as West Street and Belchertown and Three Rivers Roads; the work to be done in four sections:

West Street	- 23,222 feet	
Belchertown Road	- 29,375 feet	-(including that portion of the)
Three Rivers Road also known		{Belchertown Highway known as }
as East Street	- 8,000 feet	{the Harris Brook Bridge}

these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Ludlow a sum not to exceed ONE THOUSAND FIVE HUNDRED DOLLARS (\$1,500.) towards the repairing of these highways.

All damages sustained by any person by reason of said repairs on these highways, shall be paid by the Town of Ludlow.

Charles W. Bray)	
	:County	
Thos. J. Costello	)Commissioners	
	:of the County	
Edward J. Stapleton	)of Hampden	

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT the undersigned, Selectmen of the Town of Russell in said County, that common convenience and necessity require that the highway leading from State Highway in Russell to Blandford and known as Pine Hill Road be specifically repaired by resurfacing, grading or hardening and otherwise repaired as may be necessary, the work to begin at State Highway junction with Pine Hill Road and extend in a westerly direction for a distance of 3700 feet more or less.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this 7th day of October 1939.

Russell, Selectmen of the Town of, Petrs. for specific repairs on Pine Hill Road, the work to begin at State Highway junction with Pine Hill Road in a westerly direction for 3700 feet more or less and for aid.

A. H. Moltenbrey

G. C. Brown

S. J. Bates

B

SELECTMEN OF THE TOWN OF RUSSELL

The foregoing petition was entered on the 9th day of October 1939, and due proceedings having been had thereon, on the 1st day of November 1939, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting November 1, 1939

On the petition of the Selectmen of the Town of Russell for specific repairs on Pine Hill Road, the work to begin at State Highway junction with Pine Hill Road in a westerly direction for 3700 feet more or less and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twenty-sixth day of October, A. D. 1939, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said hearing no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made: to maintain, treat with bituminous material and otherwise improve about 2,800 feet of road in Russell, leading from the State highway (Route #20) to Blandford, and being known as the Pine Hill Road; the work to begin at the junction of the State highway, station 0, and extend in a westerly direction to station 28; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Russell a sum not to exceed THREE HUNDRED DOLLARS (\$300.00) towards the repairing of this road.

All damages sustained by any person by reason of said repairs on this road shall be paid by the Town of Russell.

Charles W. Bray)
Thos. J. Costello) County
Edward J. Stapleton) Commissioners
of the County
of Hampden

Russell, Selectmen of the Town of, Petrs. for specific repairs on Blandford State Road, the work to begin at the State Highway junction with Blandford State Road in a westerly direction for 5,000 feet more or less, and for aid.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT the undersigned, Selectmen of the Town of Russell in said County, that common convenience and necessity require that the highway leading from State Highway to Blandford and known as Blandford State Road be specifically repaired by resurfacing, grading or hardening and otherwise repaired as may be necessary, the work to begin at the State Highway junction with Blandford State Road and extend in a westerly direction for a distance of 5,000 feet more or less.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may determine and specify such specific repairs

and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the Town.

Dated this 7th day of October 1939.

A. H. Moltenbrey

G. C. Brown

S. J. Bates

B

SELECTMEN OF THE TOWN OF RUSSELL

The foregoing petition was entered on the 9th day of October 1939, and due proceedings having been had thereon, on the 13th day of December 1939, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting December 13, 1939

On the petition of the Selectmen of the Town of Russell for specific repairs on Blandford Stage Road, the work to begin at the State Highway junction with Blandford Stage Road in a westerly direction for 5,000 feet more or less, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twenty-sixth day of October, A. D. 1939, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said hearing no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made:

General repair work to commence from the State Highway along the Blandford Stage Road leading to Blandford for a distance of approximately 5,000 feet more or less; the work to consist of repairing and replacing surfacing at lower bridge; patching washed out edges of highway, particularly at a point near the residence of J. Castro; placing gravel fill at bridge (Sta. 25); erecting approximately 400' of guard rail at points near residence of Emmett Rogers, Samuel Rivard, and along sections near two bridges which are in the section mentioned above. Approximately 4000' of surface treatment with tar and sand grits is also necessary.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Russell a sum not to exceed ONE THOUSAND DOLLARS (\$1,000.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this highway shall be paid by the Town of Russell.

Charles W. Bray

Thos. J. Costello

Edward J. Stapleton

COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN

Oct. Meeting 1939

Wales, Selectmen of the Town of, Petrs. for specific repairs on Wales-Monson Highway, the work to begin at the Monson Town Line extending easterly for 3 miles more or less, and for aid.

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TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

Respectfully represent the undersigned, Selectmen of the Town of Wales in said County, that common convenience and necessity require that the highway leading from Monson to Wales and known as Wales-Monson highway be specifically repaired by resurfacing, grading or hardening and otherwise repaired as may be necessary, the work to begin at the Monson Town line and extend in an easterly direction for a distance of three miles more or less;

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this 7th day of October 1939.

Frank H. Johnson

William T. Bowden

SELECTMEN OF THE TOWN OF WALES

The foregoing petition was entered on the 9th day of October 1939, and due proceedings having been had thereon, on the 22nd day of November 1939, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting November 22, 1939

On the petition of the Selectmen of the Town of Wales for specific repairs on Wales-Monson Highway, the work to begin at the Monson Town Line extending easterly for 3 miles more or less, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the sixth day of November A. D. 1939, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said hearing no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made: to maintain, treat with bituminous material and otherwise improve about 14,700 feet of road in Wales, leading from Monson, and being known as the Monson Road; the work to begin at the Monson line, station 0, and extend in an easterly direction to station 147; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Wales a sum not to exceed FIVE HUNDRED DOLLARS (\$500.00) towards the repairing of this road.

All damages sustained by any person by reason of said repairs on this road shall be paid by the Town of Wales.

Charles W. Bray)
Thos. J. Costello) County
Edward J. Stapleton) Commissioners
of the County
of Hampden

Oct. Meeting 1939

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT the undersigned, Selectmen of the Town of Wilbraham in said County, that common convenience and necessity require that the following highways be specifically repaired by resurfacing, grading or hardening and otherwise repaired as may be necessary:

Wilbraham, Selectmen of the Town of, Petrs. for specific repairs on North Main Street, Springfield Street, Tinkham Road and Red Bridge Road, and for aid.

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North Main Street leading from Post Office, Wilbra. to Gebeau's Garage
the work to begin at Post Office
and extend in a northerly direction
for a distance of 2500 feet more or less;

Springfield Street leading from Stony Hill Rd. to Main St. Wilbraham
the work to begin at Stony Hill Road
and extend in an easterly direction
for a distance of 5280 feet more or less;

Tinkham Road leading from Springfield line to South Main St. Wilb.
the work to begin at Springfield line
and extend in an easterly direction
for a distance of 8000 feet more or less;

Red Bridge Road leading from Red Bridge to Palmer Line
the work to begin at Red Bridge
and extend in an easterly direction
for a distance of 5280 feet more or less;

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the state and town.

Dated this 7th day of October 1939

George E. Murphy, Jr.

Wm. H. McGuire

Albert L. Martin

SELECTMEN OF THE TOWN OF WILBRAHAM

The foregoing petition was entered on the 9th day of October 1939, and due proceedings having been had thereon, on the 1st day of November 1939, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting November 1, 1939

On the petition of the Selectmen of the Town of Wilbraham for specific repairs on North Main Street, Springfield Street, Tinkham Road and Red Bridge Road, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twenty-fifth day of October, A. D. 1939, view said highways and hear all parties interested and did adjudge that specific repairs should be made. At the time of said hearings no person interested having objected after adjudicating as aforesaid, said

Oct. Meeting 1939

Commissioners order the following repairs made: to maintain, treat with bituminous material and otherwise improve about 23,200 feet of roads in Wilbraham, leading to adjoining towns, and being known as Tinkham, Springfield, North Main and Red Bridge Roads; the work to be done in four sections:

Springfield Street	-	6,250 feet	-	Sta. 64+0	to	Sta. 126+50
Tinkham Road	-	7,600 feet	-	Sta. 88+0	to	Sta. 12+0
North Main Street	-	4,150 feet	-	Sta. 126+50	to	Sta. 168+0
Red Bridge Road	-	5,200 feet	-	Sta. 0	to	Sta. 52

these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, and District Highway Engineer's Report, both on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Wilbraham a sum not to exceed SIX HUNDRED DOLLARS (\$600.00) towards the repairing of these highways.

All damages sustained by any person by reason of said repairs on these highways shall be paid by the Town of Wilbraham.

Charles W. Bray)
Thos. J. Costello	) County
Edward J. Stapleton	) Commissioners
	) of the County
	) of Hampden

Agawam, Selectmen of the Town of, Petrs. for specific repairs on Springfield Street, to the work to begin at Walnut Street and extend westerly for 26,400 feet more or less, and for aid.

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Agawam, Mass.
Oct. 10, 1939

To the County Commissioners of the County of Hampden:

Respectfully represent the undersigned, Selectmen of the Town of Agawam in said County, that common convenience and necessity require that the highway leading from Walnut St. to Southwick Town Line and known as Springfield St., be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at Walnut St. and extend in a westerly direction for a distance of 26,400 feet more or less.

Wherefore your petitioners pray that your Honorable Board after notice, view and hearing, may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this 10th day of October 1939.

Giles W. Halladay	Selectmen
Herman A. Cordes	of
Edward W. Talmadge	Agawam

The foregoing petition was entered on the 10th day of October 1939, and due proceedings having been had thereon, on the 22nd day of November 1939, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting November 22, 1939

On the petition of the Selectmen of the Town of Agawam for specific repairs on Springfield Street, the work to begin at Walnut Street and extend westerly for 26,400 feet more or less, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twenty-sixth day of October, A. D. 1939, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said hearing no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made: to maintain, treat with bituminous material and otherwise improve about 5,600 feet of road in Agawam, leading to Southwick, and being known as Springfield Street (Route 57); the work to begin at the junction of Maple Street, station 224+0+, and extend in a westerly direction to station 168+0+; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Agawam a sum not to exceed TWO THOUSAND DOLLARS (\$2,000.00) towards the repairing of this road.

All damages sustained by any person by reason of said repairs on this road shall be paid by the Town of Agawam.

Charles W. Bray)
Thos. J. Costello) County
Edward J. Stapleton) Commissioners
of the County
of Hampden

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

Respectfully represent the undersigned, Mayor and Board of Aldermen of the City of Chicopee, in said County, that common convenience and necessity require that the highway leading from Chicopee to Willimansett and known as MEADOW STREET be specifically repaired as may be necessary, the work to begin at Station 43+00 and extend in a northerly direction for a distance of three thousand seven hundred and sixty (3760) feet more or less to Station 80+60.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing may make such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and City.

Dated this 26th day of September 1939.

Anthony J. Stonina Mayor
Edward Bourbeau Supt. of
Streets
Thomas F. Robinson City
Engineer

Chicopee, Mayor and Board of Aldermen of the City of, Petrs. for specific repairs on Meadow Street, the work to begin at station 43+00 and extend northerly for 3760 feet more or less to station 80+60, and for aid.

BOARD OF ALDERMEN.

Joseph Lafleau
Thomas Moran
Nazaire J. Forcier
Henry C. Gingras
Walter F. Szetela
George H. Miller
Leandre Gagne
Chester W. Wojtowicz
Albert J. Boutin, Jr.
Walter J. Trybulecki
William J. Asselin
Ernest Laflamme
Frank H. York

The foregoing petition was entered on the 14th day of October 1939, and due proceedings having been had thereon, on the 22nd day of November 1939, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting November 22, 1939

On the petition of the Mayor and Board of Aldermen of the City of Chicopee for specific repairs on Meadow Street, the work to begin at station 43+00 and extend northerly for 3760 feet more or less to station 80+60, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the tenth day of November A. D. 1939, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said hearing no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made: to repair and otherwise improve about 3,760 feet of road in Chicopee, leading to Holyoke, and being known as Meadow Street; the work to begin at the junction of McKinstry Avenue, station 80+60, and extend in a southerly direction to station 43+0; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the City of Chicopee a sum not to exceed ONE THOUSAND FIVE HUNDRED DOLLARS (\$1,500.00) towards the repairing of the road.

All damages sustained by any person by reason of said repairs on this road shall be paid by the City of Chicopee.

Thos. J. Costello)
Edward J. Stapleton) County
John G. Maxfield) Commissioners
of the County
of Hampden

John G. Maxfield of East Longmeadow acted as County Commissioner in the above matter in place of Commissioner Charles W. Bray who was disqualified to act because of his residence in Chicopee.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

Respectfully represent the undersigned, Mayor and Board of Aldermen of the City of Chicopee, in said County, that common convenience and necessity require that the highway leading from South Hadley Falls to Willimansett and known as MONTCALM and PROSPECT STREETS respectively, and the highway leading from Indian Orchard to Chicopee Falls and known as EAST MAIN STREET, be given treatment under Chapter 90 Maintenance. The first mentioned street, namely, MONTCALM and PROSPECT - the work to begin at Station 0+00 at the South Hadley town line and extending southerly to Station 81+47 Prospect Street. The last mentioned street, namely, EAST MAIN to begin at the Springfield city line at Station 0+00 and extending in a westerly direction to Station 107+74. The total distance of both streets to be eighteen thousand, nine hundred and twenty one (18,921) feet more or less.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing may make such specific repairs and treatment under Chapter 90 Maintenance and order them to be made, and that said County contribute to the expense of said repairs and treatment together with an appropriation from the State and City.

Dated this 26th day of September 1939.

Anthony J. Stonina	Mayor
Edward Bourbeau	Supt. of Streets
Thomas F. Robinson	City Engineer.

BOARD OF ALDERMEN

Joseph Lafleur
Henry C. Gingras
Thomas Moran
Chester W. Wojtowicz
Walter F. Szetela
George H. Miller
George H. Lewis
Albert J. Boutin, Jr.
Walter J. Trybulski
William J. Asselin
Ernest Laflamme
Frank H. York

The foregoing petition was entered on the 14th day of October 1939, and due proceedings having been had thereon, on the 22nd day of November 1939, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting November 22, 1939

On the petition of the Mayor and Board of Aldermen of the City of Chicopee for specific repairs on Montcalm and Prospect Streets and East Main Street, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the tenth day of November A. D. 1939, view said highways and hear all parties interested and did adjudge that specific repairs should be made. At the time of said hearings no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made: to maintain, treat with bituminous material and otherwise improve about 18,921 feet of

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Chicopee, Mayor and Board of Aldermen of the City of, Petra. for specific repairs on Montcalm and Prospect Streets and East Main Street, and for aid.

roads in Chicopee, leading to adjoining towns, and being known as Montcalm, Prospect and East Main Streets; the work to be done in two sections:

Montcalm and Prospect Streets - 8,147 feet
East Main Street - 10,774 feet

(beginning at South Hadley town line at sta. 0+0 on Montcalm St., and extending in a southerly direction to sta. 81+47 on Prospect St. - then beginning at Springfield city line on East Main St., at sta. 0+0 and extending westerly to sta. 107+74);

these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, and District Highway Engineer's Report, both on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the City of Chicopee a sum not to exceed ONE THOUSAND DOLLARS (\$1,000.00) towards the repairing of these roads.

All damages sustained by any person by reason of said repairs on these roads shall be paid by the City of Chicopee.

Edward J. Stapleton)
Thos. J. Costello) County
John G. Maxfield) Commissioners
of the County
of Hampden

John G. Maxfield of East Longmeadow acted as County Commissioner in the above matter in place of Commissioner Charles W. Bray who was disqualified to act because of his residence in Chicopee.

Blandford, Selectmen of the Town of, Petrs. for specific repairs on Blandford & Russell Stage Road, the work to begin at station 68+ to 116 in an easterly direction for 4800 feet more or less, and for aid.

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TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT the undersigned, Selectmen of the Town of Blandford in said County, that common convenience and necessity require that the highway leading from Blandford to Russell Town Line and known as Blandford & Russell Stage Road be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at station 68+ to 116 and extend in an Easterly direction for a distance of 4800 feet more or less.

WHEREFOR your petitioners pray that your Honorable Board after notice, view and hearing, may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this 22nd day of September 1939.

W. V. Bodurtha

S. A. Anderson

SELECTMEN OF THE TOWN OF BLANDFORD

The foregoing petition was entered on the 16th day of October 1939, as of September 25, 1939, and due proceedings having been had thereon, on the 1st day of November 1939, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting November 1, 1939

On the petition of the Selectmen of the Town of Blandford for specific repairs on Blandford & Russell Stage Road, the work to begin at station 68+ to 116 in an easterly direction for 4800 feet more or less, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twenty-sixth day of October A. D. 1939, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said hearing no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made: to maintain, treat with bituminous material and otherwise improve about 17,500 feet of roads in Blandford, leading to adjoining towns, and being known as the Russell and Otis-Blandford Stage Roads; the work to be done in two sections:

Russell Road - 4,800 (Sta. 69+0--91+0 Surf. Treat with Tar and cover with sand. Sta. 91+0--117+0 Surf. Treat with Tar and cover with sand.)

Otis-Blandford Stage Road 12,700 (Sta 0+0--127+0 Treat with Asphalt cutback RC--2 and cover with 1/4" Trap-Rock)

these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, and District Engineer's Report, both on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Blandford a sum not to exceed FIVE HUNDRED DOLLARS (\$500.00) towards the repairing of these roads.

All damages sustained by any person by reason of sand repairs on these roads shall be paid by the Town of Blandford.

Charles W. Bray)
Thos. J. Costello) County
Edward J. Stapleton) Commissioners
of the County
of Hampden

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN: October 6th, 1939

RESPECTFULLY REPRESENT the undersigned, Board of Road Commissioners of the Town of Monson in said County, that common convenience and necessity require that the following highways be specifically repaired by grading, resurfacing or hardening and otherwise be repaired as may be necessary:

highway leading from Wales to Monson and known as Wales Road, the work to begin at Wales-Monson Town Line and extend in a Westerly direction for a distance of 10,000 feet more or less

Monson, Board of Road Commissioners of the Town of, Petrs. for specific repairs on Wales Road, State Avenue and Main Street and for aid.

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highway leading from Palmer to Monson and known as State Avenue, the work to begin at Palmer-Monson Town Line and extend in a southerly direction for a distance of 2500 feet more or less

highway leading from Palmer to Monson and known as Main Street, the work to begin at Palmer-Monson Road (End of State Highway) and extend in a Southerly direction for a distance of 3000 feet more or less.

WHEREFOR your petitioners pray that your Honorable Board after notice, view and hearing, may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this 6th day of October, 1939.

Frank Carter

George W. Meacham

Alfred W. Borgeson

BOARD OF ROAD COMMISSIONERS OF
THE TOWN OF MONSON

The foregoing petition was entered on the 17th day of October 1939, and due proceedings having been had thereon, on the 8th day of November 1939, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting November 8, 1939

On the petition of the Board of Road Commissioners of the Town of Monson for specific repairs on Wales Road, State Avenue and Main Street, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the sixth day of November A. D. 1939, view said highways and hear all parties interested and did adjudge that specific repairs should be made. At the time of said hearings no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made: to maintain, treat with bituminous material and otherwise improve about 13,893 feet of Roads in Monson, leading to adjoining towns, and being known as Wales Road and State Avenue; the work to be done in two sections: Wales Road - 10,200 feet; State Avenue - 3,693 feet; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case. Also, to maintain and otherwise improve Main Street in said Town beginning at the Palmer-Monson Road (end of State highway) and extending in a southerly direction for a distance of 3000 feet more or less.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Monson a sum not to exceed FIVE HUNDRED DOLLARS (\$500.) towards the repairing of these roads.

All damages sustained by any person by reason of said repairs on these roads shall be paid by Town of Monson.

Charles W. Bray)
Thos. J. Costello) County
Edward J. Stapleton) Commissioners
of the County
of Hampden

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT the undersigned, Selectmen of the Town of LONGMEADOW in said County, that common convenience and necessity require that the highway leading from Shaker Road to Maple Road and known as Hazardville Road be specifically repaired by resurfacing and otherwise repaired as may be necessary, the work to begin at Shaker Road and extend in a southerly direction for a distance of twenty-three hundred (2300) feet more or less.

Longmeadow, Selectmen of the Town of, Petra for specific repairs on Hazardville Road, the work to begin at Shaker Road and extend southerly for a distance of 2300 feet more or less, and for aid.

64

WHEREOF your petitioners pray that your Honorable Board after notice, view and hearing, may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this 13th day of October 1939.

Edwin S. Munson

Clarence White

Harry I. Steele

SELECTMEN OF THE TOWN OF LONGMEADOW

The foregoing petition was entered on the 18th day of October 1939, and due proceedings having been had thereon, on the 22nd day of November 1939, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting November 22, 1939

On the petitions of the Selectmen of the Town of Longmeadow for specific repairs on Hazardville Road, the work to begin at Shaker Road and extend southerly for a distance of 2300 feet more or less, and for aid;

and

for specific repairs on Maple Road, the work to begin at Hazardville Road and extend westerly for 2700 feet more or less, and for aid;

and

for specific repairs on Converse Street (Extension), the work to begin at Springfield line and extend southerly for 6400 feet more or less, and for aid;

and

for specific repairs on Shaker Road, the work to begin at Hazardville Road and extend southeasterly for 3800 feet more or less, and for aid.

This decree covers the above four petitions and is filed in each case. The petitions are No. 64, No. 65, No. 66 and No. 67 respectively.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the eighth day of November A. D. 1939, view said highways and hear all parties interested and did adjudge that specific repairs should be made. At the time of said hearings no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on said Roads in Longmeadow, - to maintain, treat with bituminous material and otherwise improve about 15,275 feet of roads in Longmeadow, leading to adjoining towns, and being known as the Shaker and Hazardville Roads, Maple Street and Converse Street Extension; the work to be done in four sections:

Shaker Road - 3,800 feet.....Sta 0+0 to Sta 38+0
Hazardville Road - 2,350 feet.....Sta 0+0 to Sta 23+50
Maple Street - 2,654 feet.....Sta 99+96 to Sta 126+50
Converse St. Extension - 6,471 feet...Sta 0+0 to Sta 64+71

these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, and District Highway Engineer's Report, both on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Longmeadow a sum not to exceed ONE THOUSAND DOLLARS (\$1,000.00) towards the repairing of these highways.

All damages sustained by any person by reason of said repairs on these roads, shall be paid by the Town of Longmeadow.

Charles W. Bray)
Thos. J. Costello) County
Edward J. Stapleton) Commissioners
of the County
of Hampden.

Longmeadow, Selectmen of the Town of, Petrs. for specific repairs on Maple Road, the work to begin at Hazardville Road and extend westerly for 2700 feet more or less, and for aid.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT the undersigned, Selectmen of the Town of Longmeadow in said County, that common convenience and necessity require that the highway leading from Hazardville Road to Franklin Road and known as Maple Road be specifically repaired by resurfacing and otherwise repaired as may be necessary, the work to begin at Hazardville Road and extend in a westerly direction for a distance of twenty-seven (2700) feet more or less.

WHEREOF your petitioners pray that your Honorable Board after notice, view and hearing, may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this 13th day of October 1939.

Edwin S. Munson

Clarence White

Harry I. Steele

SELECTMEN OF THE TOWN OF LONGMEADOW

The foregoing petition was entered on the 18th day of October 1939, and due proceedings having been had thereon, on the 22nd day of November 1939, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting November 22, 1939

On the petitions of the Selectmen of the Town of Longmeadow for specific repairs on Hazardville Road, the work to begin at Shaker Road and extend southerly for a distance of 2300 feet more or less, and for aid;

and

for specific repairs on Maple Road, the work to begin at Hazardville Road and extend westerly for 2700 feet more or less, and for aid;

and

for specific repairs on Converse Street (Extension), the work to begin at Springfield line and extend southerly for 6400 feet more or less, and for aid;

and

for specific repairs on Shaker Road, the work to begin at Hazardville Road and extend southeasterly for 3800 feet more or less, and for aid.

This decree covers the above four petitions and is filed in each case. The Petitions are No. 64, No. 65, No. 66 and No. 67 respectively.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the eighth day of November A. D. 1939, view said highways and hear all parties interested and did adjudge that specific repairs should be made. At the time of said hearings no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on said Roads in Longmeadow, to maintain, treat with bituminous material and otherwise improve about 15,275 feet of roads in Longmeadow, leading to adjoining towns, and being known as the Shaker and Hazardville Roads, Maple Street and Converse Street Extension; the work to be done in four sections:

Shaker Road - 3,800 feet.....Sta 0+0 to Sta 38+0

Hazardville Road - 2,350 feet.....Sta 0+0 to Sta 23+50

Maple Street - 2,654 feet.....Sta 99+96 to Sta 126+50

Converse St. Extension - 6,471 feet....Sta 0+0 to Sta 64+71

these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, and District Highway Engineer's Report, both on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Longmeadow a sum not to exceed ONE THOUSAND DOLLARS (\$1,000.00) towards the repairing of these highways.

All damages sustained by any person by reason of said repairs on these roads, shall be paid by the Town of Longmeadow.

Charles W. Bray)
Thos. J. Costello) County
Edward J. Stapleton) Commissioners
of the County
of Hampden

Longmeadow. Selectmen of the Town of, Petrs. for specific repairs on Converse Street (Extension), the work to begin at Springfield line and extend southerly for 6400 feet more or less, and for aid.

66

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT the undersigned, Selectmen of the Town of Longmeadow in said County, that common convenience and necessity require that the highway leading from Converse Street at the Springfield Line to Dwight Road and known as Converse Street (Extension) be specifically repaired by resurfacing and otherwise repaired as may be necessary, the work to begin at said Springfield line and extend in a southerly direction for a distance of sixty-four hundred (6400) feet more or less.

WHEREOF your petitioners pray that your Honorable Board after notice, view and hearing, may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this 13th day of October 1939.

Edwin S. Munson

Clarence White

Harry I. Steele

SELECTMEN OF THE TOWN OF LONGMEADOW

The foregoing petition was entered on the 18th day of October 1939, and due proceedings having been had thereon, on the 22nd day of November 1939, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting November 22, 1939

On the petition of the Selectmen of the Town of Longmeadow for specific repairs on Hazardville Road, the work to begin at Shaker Road and extend southerly for a distance of 2300 feet more or less, and for aid;

and

for specific repairs on Maple Road, the work to begin at Hazardville Road and extend westerly for 2700 feet more or less, and for aid;

and

for specific repairs on Converse Street (Extension), the work to begin at Springfield line and extend southerly for 6400 feet more or less, and for aid;

and

for specific repairs on Shaker Road, the work to begin at Hazardville Road and extend southeasterly for 3800 feet more or less, and for aid.

This decree covers the above four petitions and is filed in each case. The petitions are No. 64, No. 65, No. 66 and No. 67 respectively.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the eighth day of November A. D. 1939, view said highways and hear all parties interested and did adjudge that specific repairs should be made. At the time of said hearings no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on said Roads in Longmeadow, - to maintain, treat with bituminous material and otherwise improve about 15,275 feet of roads in Longmeadow, leading to adjoining towns, and being known as the Shaker and Hazardville Roads, Maple Street and Converse Street Extension; the work to be done in four sections:

Shaker Road - 3,800 feet.....Sta 0+0 to Sta 38+0
Hazardville Road - 2,350 feet.....Sta 0+0 to Sta 23+50
Maple Street - 2,654 feet.....Sta 99+96 to Sta 126+50
Converse St. Extension - 6,471 feet.....Sta 0+0 to Sta 64+71

these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, and District Engineer's Report, both on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Longmeadow a sum not to exceed ONE THOUSAND DOLLARS (\$1,000.00) towards the repairing of these highways.

All damages sustained by any person by reason of said repairs on these roads, shall be paid by the Town of Longmeadow.

Charles W. Bray)
 ;County
Thos. J. Costello)Commissioners
 ;of the County
Edward J. Stapleton)of Hampden

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT the undersigned, Selectmen of the Town of LONGMEADOW in said County, that common convenience and necessity require that the highway leading from Hazardville Road to the Connecticut State Line and known as Shaker Road be specifically repaired by resurfacing and otherwise repaired as may be necessary, the work to begin at Hazardville Road and extend in a southeasterly direction for a distance of thirty-eight hundred (3800) feet more or less.

WHEREOF your petitioners pray that your Honorable Board after notice, view and hearing, may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this 13th day of October 1939.

Edwin S. Munson

Clarence White

Harry I. Steele

SELECTMEN OF THE TOWN OF LONGMEADOW

Longmeadow, Selectmen of the Town of, Petrs. for specific repairs on Shaker Road, the work to begin at Hazardville Road and extend southeasterly for 3800 feet more or less, and for aid.

Oct. Meeting 1939

The foregoing petition was entered on the 18th day of October 1939, and due proceedings having been had thereon, on the 22nd day of November 1939, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting November 22, 1939

On the petitions of the Selectmen of the Town of Longmeadow for specific repairs on Hazardville Road, the work to begin at Shaker Road and extend southerly for a distance of 2300 feet more or less, and for aid;

and

for specific repairs on Maple Road, the work to begin at Hazardville Road and extend westerly for 2700 feet more or less, and for aid;

and

for specific repairs on Converse Street (Extension), the work to begin at Springfield line and extend southerly for 6400 feet more or less, and for aid;

and

for specific repairs on Shaker Road, the work to begin at Hazardville Road and extend southeasterly for 3800 feet more or less, and for aid.

This decree covers the above four petitions and is filed in each case. The petitions are No. 64, No. 65, No. 66 and No. 67 respectively.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the eighth day of November A. D. 1939, view said highways and hear all parties interested and did adjudge that specific repairs should be made. At the time of said hearings no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on said Roads in Longmeadow, - to maintain, treat with bituminous material and otherwise improve about 15,275 feet of roads in Longmeadow, leading to adjoining towns, and being known as the Shaker and Hazardville Roads, Maple Street and Converse Street Extension; the work to be done in four sections:

Shaker Road	-	3,800 feet.....	Sta 0+0 to Sta 38+0
Hazardville Road	-	2,350 feet.....	Sta 0+0 to Sta 23+50
Maple Street	-	2,654 feet.....	Sta 99+96 to Sta 126+50
Converse St. Extension	-	6,471 feet.....	Sta 0+0 to Sta 64+71

these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, and District Highway Engineer's Report, both on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Longmeadow a sum not to exceed ONE THOUSAND DOLLARS (\$1,000.00) towards the repairing of these highways.

All damages sustained by any person by reason of said repairs on these roads, shall be paid by the Town of Longmeadow.

Charles W. Bray)
Thos. J. Costello	) County
Edward J. Stapleton	) Commissioners
	) of the County
	) of Hampden

Oct. Meeting 1939

Montgomery, Selectmen of the Town of, Petrs. for specific repairs on Main Road, the work to begin at station 20 and extend northwest for a distance of 10600 feet more or less, and for aid.

68

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT the undersigned Selectmen of the Town of Montgomery in said County, that common convenience and necessity require that the highway leading from Westfield to Huntington and known as Main Road be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at Station 20 and extend in a North west direction for a distance of 10600 feet more or less.

WHEREFOR your petitioners pray that your Honorable Board after notice, view and hearing, may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this Twenty-fifth day of September 1939

Walter D. Allyn

Myron E. Kelso

Robert L. Carter

SELECTMEN OF MONTGOMERY

The foregoing petition was entered on the 19th day of October 1939, as of September 27, 1939, and due proceedings having been had thereon, on the 1st day of November 1939, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting November 1, 1939

On the petition of the Selectmen of the Town of Montgomery for specific repairs on Main Road, the work to begin at station 20 and extend northwest for a distance of 10600 feet more or less, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twenty-sixth day of October, A. D. 1939, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said hearing no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made: to maintain, treat with bituminous material and otherwise improve about 13,250 feet of road in Montgomery, leading from Westfield to Huntington, and being known as the Main Road; the work to begin at a point about 2,000 feet from the Westfield line, station 20, and extend in a northwesterly direction, in six sections, to station 273+50; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case. (Stations of work 20+0-70+0; 132+0-149+0; 160+0-171+0; 207+0-224+0; 232+0-256+0; 260+0-273+50).

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Montgomery a sum not to exceed SEVEN HUNDRED FIFTY DOLLARS (\$750.00) towards the repairing of this road.

Oct. Meeting 1939

All damages sustained by any person by reason of said repairs to this road shall be paid by the Town of Montgomery.

Charles W. Bray)
Thos. J. Costello) County
Edward J. Stapleton) Commissioners
of the County
of Hampden

Holyoke, Mayor and Board of Aldermen of the City of, Petts. for specific repairs on Willimansett Bridge between Holyoke and Chicopee, and for aid.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY represent the undersigned, Mayor and Board of Aldermen of the City of Holyoke, in said County, that common convenience and necessity require that the Willimansett Bridge which spans the Connecticut River between Holyoke and Chicopee be reconstructed or repaired as may be necessary.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and City.

Dated this seventh day of July, 1939.

CITY OF HOLYOKE

William P. Yoerg
MAYOR

Roland F. Peltier
Timothy F. Mannix
Romeo W. Beaudry
William E. Nolen
Sidney E. Whiting, Jr.
David A. Whalen
Jeremiah J. Hurley
M. Bertha Dean
Esther Sears Lynch
Edward P. White
Ernest W. Brunault

Theodore P. Moynahan
Joseph F. Griffin
George T. Selfridge
Margaret A. Green
Thomas F. McLean
Frank O'Connell
William W. Zebrowski
John S. Walsh
John F. Bell

MEMBERS OF THE BOARD OF ALDERMEN

The foregoing petition was entered on the 24th day of October 1939, and due proceedings having been had thereon, on the 20th day of December 1939, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting December 20, 1939

On the petition of the Mayor and Board of Aldermen of the City of Holyoke for specific repairs on Willimansett Bridge between Holyoke and Chicopee, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the fifteenth day of November, A. D. 1939, view said bridge and hear all parties interested and did adjudge that specific repairs should be made. At the time of said hearing no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made: to repair in conjunction with the City of Chicopee so much of the Willimansett Bridge over the Connecticut River as lies in the City of Holyoke - the work to be done,

John G. Maxfield of East Longmeadow acted as County Commissioner in the above matter in place of Commissioner Edward J. Stapleton who was disqualified to act because of his residence in Holyoke.

CITY OF HOLYOKE

Theodore P. Moynahan
Sidney E. Whiting, Jr.
M. Bertha Dean
Ernest W. Brunault
Margaret A. Green
William W. Zebrowski

The foregoing petition was entered on the 24th day of October 1939, and due proceedings having been had thereon, on the 20th day of December 1939, said Commissioners file the following Final Decree, to wit:

Holyoke, Mayor and Board of Aldermen of the City of, Petrs. for specific repairs on South Hadley Falls Bridge between Holyoke and South Hadley Falls and for aid.

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting December 20, 1939

On the petition of the Mayor and Board of Aldermen of the City of Holyoke for specific repairs on South Hadley Falls Bridge between Holyoke and South Hadley Falls, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the fifteenth day of November, A. D. 1939, view said bridge and hear all parties interested and did adjudge that specific repairs should be made. At the time of said hearing no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made: to repair the bridge in Holyoke over the Connecticut River, being known as the South Hadley Bridge, - the work to be done,

First. The work shall consist of erecting structural steel end dams at abutments and piers for the width of car track and sidewalk areas, to care for the proposed new concrete floor and sidewalk; also two ten-inch I-beams for the support of the proposed sidewalk. This work shall be done as directed by the Engineer and in accordance with the applicable requirements of Division IV.

Second. The work covered by the contract shall be completed on or before October 1, 1940;

these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the City of Holyoke a sum not to exceed TWO THOUSAND FIVE HUNDRED DOLLARS (\$2,500.) towards the repairing of this bridge.

All damages sustained by any person by reason of said repairs on this bridge shall be paid by the City of Holyoke.

Charles W. Bray)
Thos. J. Costello) County
John G. Maxfield) Commissioners
of the County
of Hampden

John G. Maxfield of East Longmeadow acted as County Commissioner in the above matter in place of Commissioner Edward J. Stapleton who was disqualified to act because of his residence in Holyoke.

THE COMMONWEALTH OF MASSACHUSETTS

Town of East Longmeadow

October 25, 1929

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN.

Respectfully represent the undersigned, Selectmen of the Town of East Longmeadow, in said County, that common convenience and necessity require that specific repairs be made to the following highway located in the said town as follows:

Parker Street, northerly from Somers Road, 4500 feet.

East Longmeadow, Selectmen of the Town of, Petrs. for specific repairs on Parker St. northerly from Somers Road, 4500 feet, and for aid.

Wherefore, your Petitioners pray that your Honorable Board after notice, view and hearing may determine and specify such specific repairs and order them to be made, and that the County of Hampden shall contribute to the expense of said repairs, together with an appropriation from the State and Town.

Dated this day of October 1939.

George T. Smith

Sanford P. Nooney

Leo D. Glynn

The foregoing petition was entered on the 28th day of October 1939, and due proceedings having been had thereon, on the 29th day of November 1939, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting November 29, 1939

On the petitions of the Selectmen of the Town of East Longmeadow for specific repairs on Chestnut Street, Wilbraham Road and Porter Road, and for aid; and for specific repairs on Parker Street, northerly from Somers Road, 4500 feet, and for aid.

This decree covers the above two petitions and is filed in each case. The petitions are No. 52 and No. 71 respectively.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twenty-fifth day of October, A. D. 1939, view said Chestnut Street, Wilbraham Road and Porter Road and hear all parties interested and did on the twenty-second day of November, A. D. 1939, view the highway known as Parker Street and hear all parties interested, and did adjudge that specific repairs should be made on said four highways. At the time of said hearings no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made: to maintain, treat with bituminous material and otherwise improve about 16,373 feet of roads in East Longmeadow, leading to adjoining towns, and being known as Chestnut and Parker Streets and Wilbraham and Porter Roads; the work to be done in four sections:

Chestnut Street	- 6,800 feet
Wilbraham Road	- 3,273 feet
Porter Road	- 1,800 feet
Parker Street	- 4,500 feet

these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of East Longmeadow a sum not to exceed NINE HUNDRED DOLLARS (\$900.00) towards the repairing of these roads.

Oct. Meeting 1939

All damages sustained by any person by reason of said repairs on these roads shall be paid by the Town of East Longmeadow.

Charles W. Bray

Thos. J. Costello

Edward J. Stapleton

COUNTY COMMISSIONERS OF THE COUNTY OF
HAMPDEN

Orders

October 4, 1939

Ordered, County Treasurer authorized and directed to pay sum of \$1,000. to Town of Holland on acct. of County's proportion of cost of work done on Mashapaug Road. Case No. 26 - 1938.

Ordered, County Treasurer authorized and directed to pay sum of \$776.94 to City of Westfield on acct. of County's proportion of cost of work done on Elm and North Elm Streets (bridge over Westfield or Great River). Case No. 54 - 1938.

Order to Arrest

Order to arrest Charles W. McGowan of Springfield, holder of a release on parole.

Agreement--Gas
Light Co. & County.
Supplying Steam.

Agreement between Spfld. Gas Light Co. and County of Hampden signed in re: Supplying steam for heating various County Bldgs. for ten year period, ending May 31, 1939. (Filed in City Treas' Office)

Street Numbers
Assigned

October 6, 1939

Numbers assigned on El Paso St., from El Paso St., to Page Boulevard. This Street was formerly known as Pinecrest Street.

Order

October 18, 1939

Ordered, County Treasurer authorized and directed to pay sum of \$2,106.90 to City of Springfield on acct. of County's proportion of cost of work done on Parker Street. Case No. 55 - 1938.

Order to Arrest

Order to arrest Donald Lancto (Donald A. Lanctoe) of Springfield, holder of a release on parole.

"Ave." & "Blvd."
changed to "ST".

October 13, 1939

Michigan Boulevard changed to Michigan Street and Pembroke Avenue changed to Pembroke Street by City of Springfield.

Voted to Install
Oil Burner at
Training School.

October 25, 1939

Voted to accept proposal of Petroleum Engineering Corp. of Springfield, Mass., to install at the Hampden County Training School a Model "C" Timken Silent Automatic Wall-Flame Oil Burner, etc., price \$275.00.

Orders

Ordered that the sum of \$40.50 be paid from County Treasury to City of Chicopee under agreement No. 6228, Case No. 89 - 1937. (County's share of cost for winter patching on East Street).

Ordered, County Treasurer authorized and directed to pay sum of \$1,337.46 to Town of East Longmeadow on acct. of County's proportion of cost of work done on Maple and Elm Streets. Case No. 11-1938.

Ordered, County Treasurer authorized and directed to pay sum of \$771.86 to Town of Longmeadow on acct. of County's proportion of cost of work done on Williams Street. Case No. 33-1938.

October 25, 1939

Ordered, County Treasurer authorized and directed to pay \$859.25 to Town of Ludlow on acct. of County's proportion of cost of work done on East Street. Case No. 15 - 1938.

Orders

Ordered, County Treasurer authorized and directed to pay sum of \$2,777.20 to Town of Palmer on acct. of County's proportion of cost of work done on bridge over Ware River (Dutton Bridge). Case No. 17 - 1938.

Ordered, County Treasurer authorized and directed to pay sum of \$480.38 to the City of Springfield on acct. of County's proportion of cost of work done on Parker Street. Case No. 55 - 1938.

Ordered, County Treasurer authorized and directed to pay sum of \$1,140.58 to Town of West Springfield on acct. of County's proportion of cost of work done on River Street. Case No. 43 - 1938.

Vote to increase salaries of certain County Employees, - effective November 1, 1939.

Vote to Increase
Certain Salaries

November 1, 1939

Voted to accept proposal of J.J. SHUGRUE & SONS CONSTRUCTION CO. of Holyoke, Mass., for the construction of a brick wall around that portion of the Jail premises known as the women's recreational yard, for the sum of \$927.50.

Vote to construct
brick wall - Jail.

November 2, 1939

Voted to recommend to the Commissioner of Correction the pensioning of Lewis W. Towne of Springfield, who has been employed at the Hampden County House of Correction since 1901.

Voted to recommend
Pensioning of
Lewis W. Towne.

Voted that the hospitalization of HAROLD FLEMING, an inmate at the Hampden County Training School, be handled as a House Case at the Mercy Hospital and if an operation is necessary that the Staff Surgeon perform same.

Hospitalization of
Harold Fleming
to be handled as
house case.

November 8, 1939

Authorization of JOHN FLEMING, Father of Harold Fleming an inmate at the Hampden County Training School, for County Commissioners to send Harold Fleming to Mercy Hospital for medical treatment, etc.

Authorization of
John Fleming to
send Harold Fleming
to Hospital

Vote appointing JOHN G. MAXFIELD to act as County Commissioner in place of Commissioner Charles W. Bray, disqualified on acct. of residence.

John G. Maxfield to
act in place of Chas.
W. Bray, disqualified
because of residence.

Ordered that the sum of \$499.94 be paid from County Treasury to Town of Brimfield for work done on Mill Lane Road. Case No. 18 - 1939.

Orders

Ordered that the sum of \$1327.81 which is balance of County's proportion of cost of work done on Meadow Street be paid from County Treasury to City of Chicopee. Case No. 59 - 1938.

Ordered that the sum of \$32.45 which is balance of County's proportion of cost of work done on E. Brimfield Rd., Brimfield Rd and Mashapaug Rd. be paid from County Treasury to Town of Holland. Case No. 27 - 1938.

Ordered that the sum of \$571.43 which is balance of County's proportion of cost of work done on Town Roads - Flood Work be paid from County Treasury to Town of Holland. Case No. 68-1938.

Oct. Meeting 1939

Orders

November 8, 1939

Ordered that the sum of \$135.20 which is balance of County's proportion of cost of work done on certain highways in the Town of Palmer, be paid from County Treasury to said Town of Palmer. Case No. 19 - 1938.

Ordered that the sum of \$131.48 which is balance of County's proportion of cost of work done on Wales-Monson Road be paid from County Treasury to Town of Wales. Case No. 39 - 1938.

John G. Maxfield to act in place of Com. Stapleton disqualified on acct. of residence.

November 15, 1939

Vote appointing JOHN G. MAXFIELD to act as County Commissioner in place of Commissioner Edward J. Stapleton, disqualified on acct. of residence.

Voted to Accept Bid

Voted to accept bid of the AMERICAN TAR COMPANY to deliver and apply tar on Granby Road, Chicopee, at .112 per gallon. (The other bids were Koppers Company - \$.113 per gallon; and E.S. Sirine - \$.1179 per gallon).

Orders

Ordered, County Treasurer authorized and directed to pay \$244.76 to Town of East Longmeadow on acct. of County's proportion of cost of work done on Elm and Maple Street. Case No. 11 - 1938.

Ordered County Treasurer authorized and directed to pay \$225.45 to the Town of Longmeadow on acct. of County's proportion of cost of work done on Williams Street. Case No. 33 - 1938.

Ordered, County Treasurer authorized and directed to pay \$121.72 to Town of Ludlow on acct. of County's proportion of cost of work done on East Street. Case No. 15 - 1938.

Ordered, County Treasurer authorized and directed to pay \$230.90 to City of Springfield on acct. of County's proportion of cost of work done on Parker Street. Case No. 55 - 1938.

Ordered, County Treasurer authorized and directed to pay \$971.28 to Town of West Springfield on acct. of County's proportion of cost of work done on River Street. Case No. 43 - 1938.

Orders

November 29, 1939

Ordered, County Treasurer authorized and directed to pay \$105.37 to Town of Longmeadow on acct. of County's proportion of cost of work done on Williams Street. Case No. 33 - 1938.

Ordered, County Treasurer authorized and directed to pay \$60.78 to Town of West Springfield on acct. of County's proportion of cost of work done on River Street. Case No. 43 - 1938.

Order to Arrest

Order to arrest Romeo St. Marie of Holyoke, holder of a release on parole.

Order

Ordered, County Treasurer authorized and directed to pay sum of \$450. to the Town of Blandford on acct. of County's proportion of cost of work done on Russell & Otis-Blandford Stage Roads. Case No. 62 - 1939.

November 29, 1939

Ordered, County Treasurer authorized and directed to pay \$900. to Town of Chester on acct. of County's proportion of cost of work done on Middlefield, Chester Hill and East River Roads. Case No. 34, 35 and 36 - 1939.

Orders

Ordered, County Treasurer authorized and directed to pay \$158. to Town of Holland on acct. of County's proportion of cost of work done on Mashapaug, Brimfield and East Brimfield Rds. Case No. 31, 1939.

Ordered, County Treasurer authorized and directed to pay \$600. to Town of Montgomery on acct. of County's proportion of cost of work done on Main Road. Case No. 68 - 1939.

Ordered, County Treasurer authorized and directed to pay \$200. to Town of Russell on acct. of County's proportion of cost of work done on Pine Hill Road. Case No. 54 - 1939.

Ordered, County Treasurer authorized and directed to pay \$350. to the Town of Tolland on acct. of County's proportion of cost of work done on West Granville Road. Case No. 37 - 1939.

Voted to amend vote of October 27, 1939 relative to increase in salaries of certain County employees.

Voted to Amend
Vote of
Oct. 27, 1939

December 6, 1939

Ordered, County Treasurer authorized and directed to pay \$100.00 to Town of Brimfield on acct. of County's proportion of cost of work done on Brookfield, Holland and Warren Roads. Case No. 49 - 1939.

Orders

Ordered that the sum of \$999.82 be paid from County Treasury to Town of Granville for work done on Main Road. Case No. 47 - 1939.

Ordered that the sum of \$300.00 be paid from County Treasury to Town of Hampden for work done on Allen St., Main St., and Glendale Road. Case No. 30 - 1939.

Ordered, County Treasurer authorized and directed to pay \$32.00 to Town of Holland on acct. of County's proportion of cost of work done on Mashapaug, Brimfield and East Brimfield Roads. Case No. 31 - 1939.

Ordered, County Treasurer authorized and directed to pay \$106.39 to Town of Longmeadow on acct. of County's proportion of cost of work done on Williams Street. Case No. 33- 1938.

Ordered that the sum of \$1,000. be paid from County Treasury to Town of Southwick for work done on highway known as Route 57. Case No. 45 - 1939.

Ordered, County Treasurer authorized and directed to pay \$1,125. to the City of Springfield on acct. of County's proportion of cost of work done on Parker Street. Case No. 55 - 1938.

Ordered, County Treasurer authorized and directed to pay \$33.29 to the Town of Wales on acct. of County's proportion of cost of work done on Monson Road. Case No. 56 - 1939.

Oct. Meeting 1939

Orders

December 6, 1939

Ordered that the sum of \$1,000 be paid from County Treasury to City of Westfield for work done on Route #10, College Highway. Case No. 32 - 1939.

Ordered, County Treasurer authorized and directed to pay \$438.51 to City of Westfield on acct. of County's proportion of cost of work done on Great River Bridge over the Westfield River. Case No. 54 - 1938.

Agreement--City of Spfld., County of Hampden to supply steam. District Court.

Agreement entered into by and between the City of Springfield and County of Hampden, the City to supply the District Court Building on Pynchon Street and Broadway with steam for heating purposes commencing October 1st, 1939 to and including September 30, 1930. (Filed in County Treasurer's Office).

Order

Ordered that the sum of \$599.81 be paid from County Treasury to Town of Wilbraham for work done on North Main Street, Springfield St., Tinkham Road and Red Bridge Road. Case No. 57 - 1939.

Westfield San. Account.

Ordered that the amount charged County of Hampden by Commonwealth of Mass., State Sanatorium at Westfield under contract, be charged to certain cities and towns in hospital district in the total amount of \$10,906.50, also ORDERED that County Treasurer of Hampden County pay to Commonwealth of Mass., \$10,906.50 plus \$7,277. a total of \$18,177.50 on the Sanatorium acct.

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss:

County Commissioners' Meeting December 6, 1939.

ORDERED, that the amount charged the County of Hampden by the Commonwealth of Massachusetts, State Sanatorium at Westfield, Massachusetts, under contract under the provisions of the General Laws, Chapter 111, Section 85 as amended by the Acts of 1936, Chapter 145, be charged to the Cities and Towns in the Hospital District in the following amounts:

Agawam	42.00
Chicopee	4,275.00
East Longmeadow	304.50
Holyoke	2,542.50
Ludlow	819.00
Monson	136.50
Palmer	376.50
Southwick	136.50
Westfield	1,513.50
West Springfield	487.50
Wilbraham	273.00
	<u>\$10,906.50</u>

Said amounts to be paid to the County Treasurer of the County of Hampden on or before December 31, 1939. It is also ORDERED that the County Treasurer of the County of Hampden pay to the Commonwealth of Massachusetts the above sum of Ten Thousand Nine Hundred Six Dollars and Fifty Cents (\$10,906.50) plus the sum of Seven Thousand Two Hundred and Seventy-Seven Dollars (\$7,277.00) a total of Eighteen Thousand One Hundred Seventy-Seven Dollars and Fifty Cents (\$18,177.50) on the Sanatorium account.

Oct. Meeting 1939

Charles W. Bray)
 Thos. J. Costello) County
 Edward J. Stapleton) Commissioners
 of the County
 of Hampden.

December 8, 1939

Ordered that the amount charged County of Hampden by the Commonwealth of Mass., State Sanatorium at Rutland under contract, be charged to certain cities and towns in hospital district in the total amount of \$5,556. also ORDERED that County Treasurer of Hampden County pay to Commonwealth of Mass., \$5,556. plus \$3,704.00 a total of \$9,260. on the Sanatorium account.

Rutland State
Sanatorium Acct.

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting December 8, 1939.

ORDERED: That the amounts charged the County of Hampden by the Commonwealth of Massachusetts, State Sanatorium at Rutland, Massachusetts, under contract under the provisions of the General Laws, Chapter 111, Section 85 as amended by the Acts of 1936, Chapter 145, and by an agreement dated October 1, 1937 between the Commonwealth of Massachusetts, Department of Public Health, and the County Commissioners of Hampden County acting as Trustees for the Hampden County Tuberculosis Hospital District, as amended under date of October 26, 1939, be and the same is hereby charged to the Cities and Towns in the Hospital District in the following amounts:

Chicopee	\$1,054.50
Holyoke	1,098.00
Ludlow	834.00
Palmer	226.50
Westfield	1,794.00
West Springfield	274.50
Wilbraham	274.50
	<u>\$ 5,556.00</u>

Said amounts to be paid to the County Treasurer of the County of Hampden on or before December 31, 1939. It is also ordered that the County Treasurer of the County of Hampden pay to the Commonwealth of Massachusetts the above sum of Five Thousand Five Hundred Fifty-six Dollars (\$5,556.00) plus the sum of Three Thousand Seven Hundred Four Dollars (\$3,704.00), a total of Nine Thousand Two hundred Sixty Dollars (\$9,260.00) on the Sanatorium account.

Charles W. Bray)
 Thos. J. Costello) County Commissioners
 Edward J. Stapleton) of the County of
 Hampden

December 13, 1939

Voted to reimburse Wilbraham, West Springfield, Chicopee and Holyoke for monies paid by said cities and towns to the Commissioners of Massachusetts for patients at the RUTLAND State Sanatorium; said reimbursement being in connection with contract as amended Oct. 26, 1939 - in the total amount of \$1,082.00.

Re-imbursement
on Rutland State
Sanatorium Account

Oct. Meeting 1939

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss:

County Commissioners' Meeting Dec. 13, 1939.

VOTED: To reimburse the towns of Wilbraham and West Springfield and the Cities of Chicopee and Holyoke for monies paid by said Cities and Towns to the Commonwealth of Massachusetts for patients at the Rutland State Sanatorium; said reimbursements being in connection with the contract entered into between the Commonwealth of Massachusetts, Department of Public Health and the County Commissioners of Hampden County acting as Trustees for the Hampden County Tuberculosis Hospital District, under date of October 1, 1937 as amended Oct. 26, 1939, and being as follows:

Chicopee	\$419.00
Holyoke	460.00
West Springfield	113.00
Wilbraham	90.00
	<u>\$1,082.00</u>

Charles W. Bray)
Thos. J. Costello) County
Edward J. Stapleton) Commissioners
of Hampden County

Orders

December 13, 1939

Ordered, County Treasurer authorized and directed to pay sum of \$601.38 to City of Springfield on acct. of County's proportion of cost of work done on Parker Street. Case No. 55 - 1938.

Ordered, County Treasurer authorized and directed to pay \$1,100. to Town of Tolland on acct. of County's proportion of cost of work done on New Boston Road. Case No. 38 - 1939.

December 20, 1939

Ordered, County Treasurer authorized and directed to pay \$581.66 to Town of Agawam on acct. of County's proportion of cost of work done on Springfield Street. Case No. 58 - 1939.

Ordered that the sum of \$50.00 which is balance of County's proportion of cost of work done on Russell Rd and Otis Rd, be paid from County Treasury to Town of Blandford. Case No. 62-1939.

Ordered, County Treasurer authorized and directed to pay \$900.00 to Town of Chester on acct. of County's proportion of cost of work done on Chester Hill Road. Case No. 46 - 1939.

Ordered that the sum of \$99.98 which is balance of County's proportion of cost of work done on Middlefield Rd, Chester Hill Rd, and East River Rd, be paid from County Treasury to Town of Chester. Case No. 34, 35 and 36 - 1939.

Ordered that the sum of \$783.71 be paid from County Treasury to City of Chicopee for work done on Meadow Street. Case No. 60 - 1939.

Ordered that the sum of \$742.49 be paid from County Treasury to City of Chicopee for work done on Montcalm and Prospect Sts. and East Main Street. Case No. 61 - 1939.

December 20, 1939

Ordered that the sum of \$896.22 be paid from County Treasury to Town of East Longmeadow for work done on Chestnut St., Porter Rd., Wilbraham Road and Parker Street. Case No. 52 and No. 71 - 1939.

Orders

Ordered, County Treasurer authorized and directed to pay \$175.50 to Town of Hampden on acct. of County's proportion of cost of work done on Somers Road Bridge. Case No. 33 - 1939.

Ordered, County Treasurer authorized and directed to pay \$115.43 to Town of Longmeadow on acct. of County's proportion of cost of work done on Williams Street. Case No. 33 - 1938.

Ordered, County Treasurer authorized and directed to pay \$150.50 to the Town of Monson on acct. of County's proportion of cost of work done on Wales Road and State Avenue. Case No. 63 - 1939.

Ordered that the sum of \$150. which is balance of County's proportion of cost of work done on Main Road be paid from County Treasury to Town of Montgomery. Case No. 68 - 1939.

Ordered, County Treasurer authorized and directed to pay \$655.56 to Town of Russell for work done on the Blandford Stage Road - on account - balance to be paid in 1940 on completion of work.

Ordered, County Treasurer authorized and directed to pay \$100.00 to Town of Tolland on acct. of County's proportion of cost of work done on New Boston Road. Case No. 38 - 1939.

Ordered, County Treasurer authorized and directed to pay \$248.71 to Town of West Springfield on acct. of County's proportion of cost of work done on Elm Street. Case No. 39 - 1939.

Ordered, that the sum of \$976.91 be paid from County Treasury to Town of West Springfield for work done on Union, Westfield St., Piper, Morgan and Piper Cross Rds. Case No. 40, 41, 42 and 43 - 1939.

Vote appointing John G. Maxfield to act as County Commissioner in place of Commissioner Charles W. Bray disqualified on acct. of residence.

John G. Maxfield to take place of Com. Bray, disqualified on acct. of residence

December 22, 1939

Harold Fleming, released from Hampden County Training School on parole. (Commissioners' meeting 12/30/39).

Released From Hampden County Training School, on parole.

Leonard LeBlanc released from Hampden County Training School on parole. (Commissioners' meeting 12/30/39).

Released from Hampden County Training School on parole.

Damages Done
By Dogs

Oct. Meeting 1939

Land Damages

Sundry Accounts

Sundry Accounts being presented, are allowed, and the same amounting to the sum of

December 21, 1939

Hampden, ss:

Judgment is entered up according to reports etc. and all matters not acted upon are ordered to be continued and this meeting is adjourned without day.

Attest:

CLERK.

The Commonwealth of Massachusetts

Hampden, ss:

At a meeting of the County Commissioners begun and holden at Springfield, within and for said County of Hampden, on the fourth Tuesday of December, being the twenty-sixth day of said month, and by adjournment on the twenty-seventh day of December, in the year of our Lord One Thousand Nine Hundred and Thirty-Nine.

Present:

Charles W. Bray, Esquire, Chairman	} County Commissioners
Thomas J. Costello, Esquire	
Edward J. Stapleton, Esquire	

And by adjournment on the third day of January and from time to time to the third day of April in the year of our Lord One Thousand Nine Hundred and Forty.

Present:

Charles W. Bray, Esquire, Chairman	} County Commissioners
Thomas J. Costello, Esquire	
Edward J. Stapleton, Esquire	

On said third day of January, the Board, consisting of Charles W. Bray, Thomas J. Costello and Edward J. Stapleton, Esquires, proceed to the choice of a Chairman. The whole number of votes cast is three, of which Charles W. Bray has two and is chosen Chairman of the Board for the year ensuing.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY represent the undersigned, Selectmen and BOARD OF ROAD COMMISSIONERS of the Town of MONSON in said County, that common convenience and necessity require that the highway leading from ELM STREET TO THE STAFFORD ROAD and known as the BUMSTEAD ROAD be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at A POINT 200' North OF THE RESIDENCE OF FRED RAYMOND AND CONTINUE IN A SOUTHERLY DIRECTION for a distance of 1200' MORE OR LESS;

That common convenience and necessity require that the highway leading from DICKINSON ROAD TO THE WILBRAHAM ROAD and known as the THAYER ROAD be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at A POINT OPPOSITE THE RESIDENCE OF EDWARD G. TIDD and extend in a SOUTHWESTERLY DIRECTION for a distance of 10,000' More or Less;

That common convenience and necessity require that the highway leading from THE UPPER HAMPDEN ROAD TO THE WILBRAHAM LINE and known as the WILBRAHAM ROAD be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at THE WILBRAHAM-MONSON TOWN LINE and extend in an EASTERLY DIRECTION for a distance of 1,000' more or less;

That common convenience and necessity require that the highway leading from CHESTNUT STREET TO THE MONSON-BRIMFIELD TOWN LINE and

Monson, Board of Road Commissioners of the Town of and Selectmen of the Town of, Petrs. for specific repairs on Bumstead Road, Thayer Road, Wilbraham Road, Brimfield Road, Stebbins Road, Carpenter Road, Ayers Road, Cedar Swamp Road, and for aid.

known as the BRIMFIELD ROAD be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at THE BRIMFIELD-MONSON TOWN LINE and extend in a WESTERLY DIRECTION for a distance of 2500' more or less;

That common convenience and necessity require that the highway leading from REIMERS ROAD TO THE UPPER PALMER ROAD and known as the STEBBINS ROAD be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at THE INTERSECTION OF THE UPPER PALMER AND STEBBINS ROAD and extend in a WESTERLY DIRECTION for a distance of 8000' more or less;

That common convenience and necessity require that the highway leading from THE BRIMFIELD ROAD TO CUSHMAN STREET and known as the CARPENTER ROAD be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at THE BRIMFIELD-CARPENTER ROAD INTERSECTION and extend in a SOUTHERLY DIRECTION for a distance of 4000' more or less;

That common convenience and necessity require that the highway leading from MOULTON HILL ROAD to THE CEDAR SWAMP ROAD and known as the AYERS ROAD be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin AT THE INTERSECTION OF CEDAR SWAMP ROAD AND AYERS ROAD and extend in an EASTERLY DIRECTION for a distance of 2500' more or less;

That common convenience and necessity require that the highway leading from THE STAFFORD HOLLOW ROAD to THE STAFFORD ROAD and known as the CEDAR SWAMP ROAD be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at A POINT ABOUT 400' SOUTH OF THE INTERSECTION OF THE PECK BROS. ROAD and extend in a SOUTHERLY DIRECTION for a distance of 4000' more or less.

WHEREFORE your petitioners pray that your HONORABLE BOARD after notice, view and hearing, may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this 24th day of October 1938.

Alfred W. Borgeson

Howard L. Carew

Frank Carter

George McConchie

George W. Meacham

Ralph R. Moulton

BOARD OF ROAD COMMISSIONERS
OF THE TOWN OF MONSON

SELECTMEN OF THE TOWN OF MONSON

The foregoing petition was entered on the 25th day of October 1939, and due proceedings having been had thereon, on the 10th day of January 1940, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss:

County Commissioners' Meeting January 10, 1940

On the petition of the Board of Road Commissioners of the Town of Monson and the Selectmen of the Town of Monson for specific

repairs on Bumstead Road, Thayer Road, Wilbraham Road, Brimfield Road, Stebbins Road, Carpenter Road, Ayers Road, Cedar Swamp Road, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the fourteenth day of November, A. D. 1938, hear all parties interested and did adjudge that specific repairs should be made. At the time of said hearing no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made: to gravel, patch, scrape and install or repair drains and otherwise improve about 33,200 feet on the above named roads as follows:

Bumstead Road	1,200 feet	Stebbins Road	8,000 feet
Thayer Road	10,000 "	Carpenter Road	4,000 "
Wilbraham Road	1,000 "	Ayers Road	2,500 "
Brimfield Road	2,500 "	Cedar Swamp Road	4,000 "

These repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Monson a sum not to exceed TWO THOUSAND FIVE HUNDRED DOLLARS (\$2,500.) towards the repairing of these roads.

All damages sustained by any person by reason of said repairs on these roads shall be paid by the Town of Monson.

Charles W. Bray)
Thos. J. Costello) County
Edward J. Stapleton) Commissioners
of the County
of Hampden

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN.

Respectfully represent the undersigned, Selectmen of the Town of Palmer in said County, that common convenience and necessity require that the following highways known as:

Thorndike Street	East Main Street
Forest Lake Road	Bondsville Road
Bridge Street	Belchertown Road
Ludlow Road	North Main Street

be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town

Dated this 7th. day of December, 1939.

George B. Cheney
Charles J. Fountain

Palmer, Selectmen of the Town of, Petrs. for specific repairs on Thorndike Street, Forest Lake Rd, Bridge Street, Ludlow Rd, East Main Street, Bondsville Rd, Belchertown Rd and North Main Street, and for aid.

The foregoing petition was entered on the 9th day of December 1939, and due proceedings having been had thereon, on the 10th day of January 1940, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting January 10, 1940

On the petition of the Selectmen of the Town of Palmer for specific repairs on Thorndike Street, Forest Lake Road, Bridge Street, Ludlow Road, East Main Street, Bondsville Road, Belchertown Road and North Main Street, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the fifth day of January A. D. 1940, hear all parties interested and did adjudge that specific repairs should be made. At the time of said hearing no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made: to maintain, treat with bituminous material and otherwise improve about 61,026 feet of roads in Palmer, leading to adjoining towns, and being known as Thorndike, East Main, North Main and Bridge Streets and Forest Lake, Ludlow, Bondsville, and Belchertown Roads; the work to be in eight sections:

Thorndike Street.....	11,200 feet
Forest Lake Road.....	13,250 feet
Ludlow Road.....	7,500 feet
East Main Street (Three Rivers)	5,003 feet
Bondsville Road.....	11,925 feet
North Main Street.....	9,201 feet
Belchertown Road.....	2,440 feet
Bridge Street.....	507 feet

these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Palmer a sum not to exceed ONE THOUSAND DOLLARS (\$1,000.) towards the repairing of these highways.

All damages sustained by any person by reason of said repairs on these highways shall be paid by the Town of Palmer.

Charles W. Bray)
Thos. J. Costello) County
Edward J. Stapleton) Commissioners
of the County
of Hampden

Vote

December 27, 1939

Voted to accept the provisions of Chapter 107 of the Acts of 1939 which is AN ACT AUTHORIZING THE COUNTY COMMISSIONERS OF HAMPDEN COUNTY TO EXPEND MONEY FOR ADVERTISING THE RECREATIONAL ADVANTAGES OF THE COUNTY.

December 27, 1939

Voted to increase salaries of certain County employees effective December 1, 1939.

Vote to Increase Salaries

Order to arrest Robert Connell (Robert F. Connell) of Springfield, holder of a release on parole.

Order to Arrest

January 3, 1940

Charles W. Bray, Esquire of Chicopee Falls, chosen by ballot, Chairman, for ensuing year.

Charles W. Bray
Chosen Chairman

Voted to appoint Troy T. Murray, Esq., of Springfield, Hampden County, Mass., as Counsel for the Hampden County Commissioners for the year 1940, and he is hereby appointed.

Troy T. Murray
appointed
Counsel

Voted to appoint Dr. P. C. Caia of Springfield, Hampden County, Mass., as Physician for the boys at the Hampden County Training School for the year 1940 and he is hereby appointed.

Dr. P. C. Caia
appointed
Physician

Voted to appoint Mr. Horace Farrand of Holyoke, Hampden County, Mass., as Dog Officer for the County of Hampden, for the year 1940, and he is hereby appointed.

Horace Farrand
appointed
Dog Officer

Ordered, County Treasurer authorized and directed to pay \$310.00 to Town of Holland on acct. of County's proportion of cost of work done on Mashapaug, Brimfield and East Brimfield Roads. Case No. 31 - 1939.

Orders

Ordered that the sum of \$1,496.16 be paid from County Treasury to Town of Ludlow for work done on West Street, Three Rivers Rd also known as East Street, and Belchertown Rd. Case Nos. 25, 50, 51 and 53 - 1939.

Ordered that the sum of \$50.00 which is balance of County's proportion of cost of work done on Granville-New Boston Road be paid from County Treasury to Town of Tolland. Case No. 37 - 1939.

Ordered, County Treasurer authorized and directed to pay \$80.00 to Town of West Springfield on acct. of County's proportion of cost of work done on River Road. Case No. 43 - 1938.

January 5, 1940

Charles W. Bray, Esquire, of Chicopee Falls, chosen by ballot, Chairman, for ensuing year.

Charles W. Bray
Chosen Chairman

Voted to appoint Fred A. Bearse as a member on the County Retirement Board for a period of three years commencing January 1940.

Fred A. Bearse
Appointed Member
Retirement Board

Ordered, County Treasurer authorized and directed to pay \$450.00 received as rental from the New England Tel and Tel Company under contract with County of Hampden with reference to use of Hampden County Memorial Bridge, by said Company, to certain cities, towns and county.

Order to Pay
Money--re: Hampden
County Mem. Bridge

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss:

County Commissioners' Meeting January 5, 1940

ORDERED: That John J. Murphy, County Treasurer, be authorized and he is hereby directed to pay the sum of FOUR HUNDRED AND FIFTY DOLLARS (\$450.00) received as rentals from the New England

Telephone and Telegraph Company under its contract with the County of Hampden with reference to the use of the Hampden County Memorial Bridge, so-called, by said Company to the following:

City of Springfield	51%	\$ 229.50
County of Hampden	31%	139.50
Town of West Springfield	12%	54.00
City of Holyoke	3%	13.50
City of Westfield	2%	9.00
Town of Agawam	1%	4.50
		<u>\$ 450.00</u>

Charles W. Bray)
Thos. J. Costello) County
Edward J. Stapleton) Commissioners
of the County
of Hampden.

Rutland Sanatorium
Account

January 5, 1940

Ordered that the amounts charged County of Hampden by Commonwealth of Massachusetts, State Sanatorium at RUTLAND, under contract, be charged to the cities and towns in the Hospital District in the total amount of \$1,396.50 to be paid to the County Treas. of the County of Hampden forthwith, also ORDERED that County Treasurer of County of Hampden pay to Commonwealth of Massachusetts \$1,396.50 plus \$931.00 a total of \$2,327.50 on the Sanatorium account.

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting January 5, 1940

ORDERED: That the amounts charged the County of Hampden by the Commonwealth of Massachusetts, State Sanatorium at Rutland, Massachusetts, under contract under the provisions of the General Laws, Chapter 111, Section 85 as amended by the Acts of 1936, Chapter 145, and by an agreement dated October 1, 1937 between the Commonwealth of Massachusetts, Department of Public Health, and the County Commissioners of Hampden County acting as Trustees for the Hampden County Tuberculosis Hospital District, as amended under date of October 6, 1939, be and the same is hereby charged to the Cities and Towns in the Hospital District in the following amounts:

Chicopee	\$276.00
Holyoke	423.00
Ludlow	145.50
Westfield	276.00
West Springfield	138.00
Wilbraham	138.00
	<u>\$1,396.50</u>

Said amounts to be paid to the County Treasurer of the County of Hampden forthwith. It is also ordered that the County Treasurer of the County of Hampden pay to the Commonwealth of Massachusetts the above sum of One Thousand Three Hundred Ninety-six Dollars and Fifty Cents (\$1,396.50) plus the sum of Nine Hundred and Thirty-one Dollars (\$931.00), a total of Two Thousand Three Hundred and Twenty-seven Dollars and Fifty Cents (\$2,327.50) on the Sanatorium account.

Charles W. Bray) County Commissioners
Thos. J. Costello : of the County of
Edward J. Stapleton) Hampden.

January 5, 1940

Ordered that the amount charged County of Hampden by Commonwealth of Massachusetts, State Sanatorium at WESTFIELD, under contract, be charged to City of Chicopee in the Hospital District in the amount of \$1,110.00 and paid to County Treas. on Hampden County on or before Jan. 10, 1940, also ORDERED that County Treas of Hampden County pay to Commonwealth of Massachusetts \$1,110.00 plus \$740.00 - a total of \$1,850.00 on the Sanatorium acct.

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting Jan. 5, 1940.

ORDERED: that the amount charged the County of Hampden by the Commonwealth of Massachusetts, State Sanatorium at Westfield, Massachusetts, under contract under the provisions of the General Laws, Chapter 111, Section 85, as amended by the Acts of 1936, Chapter 145, be charged to the City of Chicopee in the Hospital District in the following amount:

CHICOPEE \$1,110.00 Jan. 10/40

Said amount to be paid to the County Treasurer of the County of Hampden on or before January 10, 1940. It is also ordered that the County Treasurer of the County of Hampden pay to the Commonwealth of Massachusetts the above sum of One Thousand One Hundred and Ten Dollars, plus the sum of Seven Hundred and Forty Dollars (\$740.00), a total of One Thousand Eight Hundred and Fifty Dollars on the Sanatorium account.

Charles W. Bray)
Thos. J. Costello) County
Edward J. Stapleton) Commissioners
of the County
of Hampden.

January 8, 1940

Order to Transfer (4)

Orders to Transfer

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss. Springfield, January 8, 1940

Whereas in the judgment of the County Commissioners the interests of the County of Hampden demands an expenditure in excess of the amount authorized by law for Miscellaneous and Contingent Expenses in said County, said County Commissioners hereby authorize the County Treasurer to transfer from the account for Reserve Fund the sum of Four Hundred and Forty-two Dollars and Seventy-four cents (\$442.74) in addition to the amount authorized by law for the purpose aforesaid.

The reason for such transfer is that the appropriation authorized for the purpose aforesaid is exhausted.

Charles W. Bray }
Edward J. Stapleton } County
Commissioners.

Approved Jan. 9, 1940

Theodore N. Waddell

Director of Accounts

Dec. Meeting 1939

Orders to Transfer

COMMONWEALTH OF MASSACHUSETTS

HAMPDEN, SS.

Springfield, January 8, 1940

Whereas in the judgment of the County Commissioners the interests of the County of Hampden demand an expenditure in excess of the amount authorized by law for Training School in said County, said County Commissioners hereby authorize the County Treasurer to transfer from the account for Reserve Fund the sum of Twenty dollars and Sixty-nine cents (\$20.69) in addition to the amount authorized by law for the purpose aforesaid.

The reason for such transfer is that the appropriation authorized for the purpose aforesaid is exhausted.

Thos. J. Costello }
Edward J. Stapleton } County
Commissioners
Approved Jan. 9, 1940
Theodore N. Waddell
Director of Accounts

COMMONWEALTH OF MASSACHUSETTS

HAMPDEN, SS.

Springfield, January 8, 1940

Whereas in the judgment of the County Commissioners the interests of the County of Hampden demands an expenditure in excess of the amount authorized by law for Examination of Dams in said County, said County Commissioners hereby authorize the County Treasurer to transfer from the amount for Reserve Fund the sum of Two Hundred and Ninety-three dollars and Sixty cents (\$293.60) in addition to the amount authorized by law for the purpose aforesaid.

The reason for such transfer is that the appropriation for the purpose aforesaid is exhausted.

Charles W. Bray }
Thos. J. Costello } County
Edward J. Stapleton } Commissioners
Approved Jan. 9, 1940
Theodore N. Waddell
Director of Accounts

COMMONWEALTH OF MASSACHUSETTS

HAMPDEN, SS.

Springfield, January 8, 1940

Whereas in the judgment of the County Commissioners the interests of the County of Hampden demand an expenditure in excess of the amount authorized by law for Repairing, Furnishings and Improving County Buildings in said County, said County Commissioners hereby authorize the County Treasurer to transfer from the account for Reserve Fund the sum of Five Thousand Eight Hundred Twenty-four dollars and Forty-six cents (\$5,824.46) in addition to the amount authorized by law for the purpose aforesaid.

The reason for such transfer is that the appropriation authorized for the purpose aforesaid is exhausted.

Charles W. Bray }
Thos. J. Costello } County
Edward J. Stapleton } Commissioners
Approved Jan. 9, 1940
Theodore N. Waddell
Director of Accounts

January 10, 1942

Order to Transfer (3)

COMMONWEALTH OF MASSACHUSETTS

HAMPDEN, SS.

Springfield, January 10, 1940

Whereas in the judgment of the County Commissioners the interests of the County of Hampden demand an expenditure in excess of the amount authorized by law for Salaries and Expenses of District Courts in said County, said County Commissioners hereby authorize the County Treasurer to transfer from any monies in the Treasury the sum of One Thousand Six Hundred and Fifty dollars and Ninety-seven cents (\$1,650.97) in addition to the amount authorized by law for the purpose aforesaid.

The reason for such transfer is that the appropriation authorized for the purpose aforesaid is exhausted.

Charles W. Bray	}	County Commissioners
Thos. J. Costello		
Edward J. Stapleton		

COMMONWEALTH OF MASSACHUSETTS

HAMPDEN, SS.

Springfield, January 10, 1940

Whereas in the judgment of the County Commissioners the interests of the County of Hampden demand an expenditure in excess of the amount authorized by law for Criminal Costs in Superior Court in said County, said County Commissioners hereby authorize the County Treasurer to transfer from any monies in the Treasury the sum of Two Thousand Eight Hundred and Seventy-three dollars and Forty-three cents (\$2,873.43) in addition to the amount authorized by law for the purpose aforesaid.

The reason for such transfer is that the appropriation authorized for the purpose is exhausted.

Charles W. Bray	}	County Commissioners.
Thos. J. Costello		
Edward J. Stapleton		

COUNTY COMMISSIONERS' MEETING

January 10, 1940

ORDERED: That John J. Murphy, County Treasurer be and he is hereby authorized to transfer the amount of Sixty-five Dollars and Forty-five Cents (\$65.45) from the County of Hampden Special Account #2 to the General Account.

Charles W. Bray	}	County Commissioners of the County of Hampden.
Thos. J. Costello		
Edward J. Stapleton		

January 10, 1940

Ordered, County Treasurer authorized and directed to pay sum of \$228.73 to Town of Brimfield on acct. of County's proportion of cost of work done on Brookfield, Holland and Warren Roads. Case No. 49 - 1939.

Orders

Ordered, County Treasurer authorized and directed to pay \$870.00 to Town of Holland on acct. of County's proportion of cost of work done on Mashapaug Road. Case No. 44 - 1939.

Dec. Meeting 1939

Order

January 10, 1940

Ordered, County Treasurer authorized and directed to pay \$35.72 to the Town of Palmer on acct. of County's proportion of cost of work done on Thorn-dike, East Main, North Main and Bridge Sts., etc. Case No. 75 - 1939.

County Tax
Tuberculosis Hosp.

January 17, 1940

Apportionment of Hampden County Tuberculosis Hospi-tal District TAX for the year 1939.

HAMPDEN COUNTY TUBERCULOSIS HOSPITAL DISTRICT
TAX 1939

Agawam.	1,208.95
Blandford	102.89
Brimfield	137.19
Chester	188.63
CHICOPEE.	5,701.78
East Longmeadow	540.17
Granville	240.07
Hampden	102.89
Holland	34.30
HOLYOKE	10,949.13
Longmeadow.	1,706.25
Ludlow	1,234.67
Monson	471.58
Montgomery.	42.87
Palmer	1,071.76
Russell	411.56
Southwick	265.80
Tolland	51.44
Wales	51.44
West Springfield.	3,326.75
WESTFIELD	2,743.71
Wilbraham	437.27
	<u>\$31,021.10</u>

CHICOPEE - 5,701.78
5,092.50 - 1938 Balance
10,794.28

To be paid on or before April 1, 1940

Warrants issued January 17, 1940 - Sent to each Town and City Clerk.

Warrants checked with Mr. Bearse before sent out.

Orders

January 17, 1940

Ordered that the sum of \$2,499.92 be paid from County Treasury to Town of Monson for work done on Bumstead, Thayer, Wilbraham, Brimfield, Stebbins, Carpenter, Ayers, Cedar Swamp Roads. Case No. 13 - 1939.

Ordered that the sum of \$717.71 which is balance of County's proportion of cost of work done on Bondsville Road be paid from County Treasury to Town of Palmer. Case No. 9 - 1939.

Ordered, County Treasurer authorized and directed to pay \$120.87 to Town of Palmer on acct. of County's proportion of cost of work done on Thorn-dike, East Main, North Main & Bridge Sts., Etc. Case No. 75 - 1939.

Dec. Meeting 1939

January 24, 1940

Ordered that the sum of \$2,915.37 which is balance of County's proportion of cost of work done on Dutton Bridge and approaches, be paid from County Treasury to Town of Palmer. Case No. 17 - 1938.

Order

January 26, 1940

City of Chicopee Tax for 1938 - Hampden County Tuberculosis Hospital District.

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss.

TO THE ASSESSORS of the City of CHICOPEE
in the Hampden County Tuberculosis Hospital District.

Chicopee Tax
Tuberculosis Hosp.

GREETING:

WHEREAS, the Legislature of this Commonwealth has resolved that the sum of \$51,863.10 should be granted as an assessment for the said Hampden County Tuberculosis Hospital District, for the year 1938, to be applied, paid, collected and assessed according to law, and, whereas the County Commissioners, acting as Trustees for the Hampden County Tuberculosis Hospital District, at a meeting holden at Springfield, in the County of Hampden, on the 26th day of January 1940 fixed and prescribed the first day of April next as the time on or before which the same shall be paid to the County Treasurer, and ordered that the Clerk of the said County should forthwith send out warrants for assessing the several cities' and towns' proportion thereof, as the law directs, and for paying the same.

THERE are therefore, in the name of the Commonwealth of Massachusetts, to will and require you to assess the sum of \$5,092.50 (Five Thousand Ninety-Two Dollars and Fifty Cents) upon the inhabitants of the city of CHICOPEE each his due and equal proportion thereof, as near as may be, according to the rule for defraying the State charges, being the said city's proportion for the said Hampden County Tuberculosis Hospital District assessment above mentioned. And you are further required to pay the same amount unto JOHN J. MURPHY, County Treasurer, his successors, or order, on or before the first day of April next ensuing hereof.

Dated at Springfield, in said County, the 26th day of January in the year of our Lord one thousand nine hundred and forty.

By order of the County Commissioners.

Charles M. Calhoun CLERK.

N.B.-General Laws, Tercentenary Edition, Chapter 35 Section 24.

"If a time is fixed for payment of money due a county, the debtor shall, if notified by the county treasurer seven days at least before such time, pay interest thereon at the rate of twelve per cent per annum from such fixed time until payment."

January 26, 1940

Ordered, County Treasurer authorized and directed to pay to the County of Hampshire for County of Hampden's share of expense of maintenance of Mt. Tom State Reservation the sum of \$12,553.86 under Chapter 264 of the Acts of 1903, divided into six payments.

Mt. Tom State
Reservation

Dec. Meeting 1939

Vote to Accept Bid

January 26, 1940

Voted to accept bid of CHARLES E. GODERE of Holyoke for a 1940 Ford Standard Beach Wagon to replace one now used at the Hampden County Training School, for the sum of \$690.00.

Authorization To Borrow Money

February 7, 1940

Ordered, County Treasurer authorized and directed to borrow from time to time an amount not exceeding \$450,000.00 under General Laws Chapter 35 Section 37 and Acts amendatory thereof and in addition thereto in anticipation of County Taxes.

Order

Ordered that the sum of \$591.12 which is balance of County's proportion of cost of work done on East Street be paid from County Treasury to Town of Ludlow. Case No. 15 - 1938.

Order to Arrest

Order to arrest James M. Sears of Springfield, holder of a release on parole.

Order to Arrest

February 14, 1940

Order to arrest Omie O. Leggett of Springfield, holder of a release on parole.

Inspection of Jail

Report of inspection of Jail and House of Correction by County Commissioners in accordance with G.L. Chapter 126, Section 1.

Vote to Amend Order

February 19, 1940

Voted to amend order of the County Commissioners dated August 16, 1939 (jail petition of William J. Gelinas) so that the order will read that William J. Gelinas be released from the House of Correction, on Probation, to be under the charge of Bernard T. J. Smyth, Prob. Off., until February 20, 1940, etc.

Order to Arrest

February 21, 1940

Order to arrest James Gaimari of Springfield, holder of a release on parole.

Statement of the County of Hampden Retirement System for the year 1939.

Retirement System, December 31, 1939.

Annuity Savings Fund		\$27,451.84
Cash Account	\$25,176.69	
Interest Deficiency	28.95	
Pension Accumulation Fund		22,759.25
Expense Fund		69.64
Annuity Reserve Fund		293.66
Investments	25,368.75	
	<u>\$50,574.39</u>	<u>\$50,574.39</u>

Investments:

			Yield
Atlantic City Elec. Co.	3-1/4% bonds	\$5,000.00	3.28%
Green Mountain Power	3-3/4% bonds	5,000.00	3.625%
Central Maine Power	3-1/2% bonds	5,000.00	3.39%
Indianapolis Power & Light	3-3/4% bonds	5,000.00	3.53%
Southern Bell Tel. & Tel. Co.	3-1/4% bonds	5,000.00	3.26%

John J. Murphy, Fred A. Bearse, George J. Clark

County of Hampden, Board of Retirement

February 28, 1940

Voted, County Treasurer authorized to sell \$10,000. Bell Telephone Company of Canada bonds, called, and to purchase \$10,000. Bethlehem Steel Corporation (Pa.) 3% bonds, Series "G" registered in the name of County of Hampden, Mass. War Chest Fund.

Sale & Purchase of Bonds

March 1, 1940

Annual Report

Annual Report

March 6, 1940

Apportionment of County Tax for theyear 1940. 1940 Budget Certificate from Director of Accounts, attached.

Apportionment of County Tax.

COUNTY OF HAMPDEN

COUNTY TAX of 1940

Agawam.....	\$ 12,032.63
Blandford.....	1,024.05
Brimfield.....	1,365.41
Chester.....	1,877.43
CHICOPEE.....	56,749.64
East Longmeadow.....	5,376.28
Granville.....	2,389.46
Hampden.....	1,024.05
Holland.....	341.35
HOLYOKE.....	108,976.39
Longmeadow.....	16,982.22
Ludlow.....	12,288.64
Monson.....	4,693.58
Montgomery.....	426.69
Palmer.....	10,667.23
Russell.....	4,096.22
Southwick.....	2,645.47
SPRINGFIELD.....	351,847.80
Tolland.....	512.03
Wales.....	512.03
WESTFIELD.....	27,308.10
West Springfield.....	33,111.07
Wilbraham.....	4,352.23
	<u>\$660,600.00</u>

Warrants checked with Mr. Calhoun before sent out.
Warrants issued March 6, 1940 - to be paid on or before Nov. 1, 1940
Sent to each Town and City Clerk.

THE COMMONWEALTH OF MASSACHUSETTS
Department of Corporations and Taxation
Division of Accounts
(Seal) State House, Boston

(Received, Feb. 20, 1940)

TO THE COUNTY COMMISSIONERS OF HAMPDEN COUNTY:

I hereby certify that the county tax of Hampden County for the year nineteen hundred and forty is \$660,600.00. This sum has been computed by me as required by Chapter 452 of the Acts of 1939 in the following manner:

Dec. Meeting 1939

Expenditures for 1940, authorized by Chapter 452, Acts of 1939 \$839,556.62
Cash balance in Treasury as of January 1, 1940 \$115,497.78

Less cash reserved for:

Highways for 1938	\$12,612.74	
Highways for 1939	15,594.13	
Dog account	<u>34,557.42</u>	<u>62,764.29</u>

Net unappropriated cash balance in the treasury
as of January 1, 1940 \$52,733.49

Estimated receipts for 1940 126,223.13

Net unappropriated cash balance and estimated receipts 178,956.62
County tax for 1940 \$660,600.00

Certified this ninetenth day of February
in the year nineteen hundred and forty.

Theodore N. Waddell
Director of Accounts

Voted to Award
Notes

March 6, 1942

Voted to award County of Hampden notes #s 685 to 696 inclusive, dated 3/7/40, due 11/7/40, aggregating \$200,000.00 to UNION TRUST COMPANY of Springfield, Mass., at .06 per cent discount.

Westfield State
Sanatorium
Account

Ordered that the amount charged County of Hampden by Commonwealth of Mass., State Sanatorium, Westfield, under contract, be charged to W. Springfield and Westfield in hospital district in the total amount of \$711.00, also ORDERED that County Treasurer of Hampden County pay to Commonwealth of Mass., \$711.00 plus \$474.00, a total of \$1,185.00 on the Sanatorium account.

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss:

County Commissioners' Meeting March 6, 1940

ORDERED: that the amount charged the County of Hampden by the Commonwealth of Massachusetts, State Sanatorium at Westfield, Massachusetts, under contract under the provisions of the General Laws, Chapter 111, Section 85 as amended by the Acts of 1936, Chapter 145, be charged to the Cities and Towns in the Hospital District in the following amounts:

Westfield	571.50	Paid Jan. 12, 1940
West Springfield	<u>139.50</u>	" 11, 1940
	711.00	

Inasmuch as the City of Westfield and the Town of West Springfield have paid the above-mentioned amounts to the County Treasurer of the County of Hampden, IT IS ORDERED that the County Treasurer pay to the Commonwealth of Massachusetts the sum of Seven Hundred and Eleven Dollars (\$711.00) plus the amount of Four Hundred and Seventy-four Dollars (\$474.00), a total of Eleven Hundred and Eighty-five Dollars (\$1,185.00) on the Sanatorium account.

Charles W. Bray)
Thos. J. Costello) County
Edward J. Stapleton) Commissioners
of the County
of Hampden.

Dec. Meeting 1939

Westfield
State
Sanatorium
Account

March 6, 1940

Ordered that the amount charged County of Hampden by Commonwealth of Mass., State Sanatorium, Westfield, under contract, be charged to certain cities and towns in hospital district in the total amount of \$8,679.00, also ORDERED that County Treasurer of Hampden County pay to Commonwealth of Mass., \$8,679.00 plus \$5,786.00, a total of \$14,465.00 on the Sanatorium account.

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss:

County Commissioners' Meeting March 6, 1940

ORDERED: that the amount charged the County of Hampden by the Commonwealth of Massachusetts, State Sanatorium at Westfield, Massachusetts, under contract under the provisions of the General Laws, Chapter 111, Section 85, as amended by the Acts of 1936, Chapter 145, be charged to the Cities and Towns in the Hospital District in the following amounts:

Chicopee	\$2,335.00
Longmeadow	150.00
East Longmeadow	357.00
Holyoke	2,520.00
Ludlow	960.00
Monson	136.50
Palmer	439.50
Southwick	351.00
Westfield	757.50
West Springfield	270.00
Wilbraham	402.00
	<u>\$8,679.00</u>

Said amounts to be paid to the County Treasurer of the County of Hampden on or before March 31, 1940. IT IS ALSO ORDERED that the County Treasurer of the County of Hampden pay to the Commonwealth of Massachusetts the above sum of Eight Thousand Six Hundred Seventy-nine Dollars (\$8,679.00) plus the sum of Five Thousand Seven Hundred Eighty-six Dollars (\$5,786.00), a total of Fourteen Thousand Four Hundred and Sixty-five Dollars (\$14,465.00) on the Sanatorium account.

Charles W. Bray)
Thos. J. Costello) County
Edward J. Stapleton) Commissioners
of the County
of Hampden.

March 13, 1940

Ordered, that the order to arrest Robert Connell (Robert F. Connell) of Springfield, holder of release on parole, issued Dec. 27, 1939, is hereby revoked.

Order to Arrest,
Revoked.

March 15, 1940

Order to arrest holder of parole, Arthur Monette. (Training School.)

Order to Arrest

March 20, 1940

Vote appointing John G. Maxfield to act as County Commissioner in place of Commissioner Charles W. Bray, - inability to attend meeting.

John G. Maxfield
to act in place of
Comm. Chas. Bray

March 27, 1940

Order to arrest Francis Donohue of Holyoke, holder of a release on parole.

Order to Arrest

Dec. Meeting 1939

Order to Arrest

March 27, 1940

Order to Arrest Raymond Lathrop of Holyoke, holder of a release on parole.

Re-appointment
Mrs. W.G. Dwight
Trustee

April 3, 1940

Voted to re-appoint Mrs. W.G. Dwight of Holyoke a member of the Board of Trustees for County Aid to Agriculture. The term of office, April 1, 1940 to April 1, 1943.

Re-appointment
Horace A. Moses
Trustee

Voted to re-appoint Mr. Horace A. Moses of Russell, a member of the Board of Trustees for County Aid to Agriculture. The term of office, April 1, 1940 to April 1, 1943.

Ordered that the amounts charged County of Hampden by Commonwealth of Massachusetts, State Sanatorium at RUTLAND, under contract, be charged to the cities and towns in the Hospital District in the total amount of \$1,693.50 to be paid to the County Treasurer of the County of Hampden or or before April 30, 1940, also ORDERED that the County Treasurer of the County of Hampden pay to the Commonwealth of Massachusetts, \$1,693.50 plus \$1,129.00, a total of \$2,822.50 on the Sanatorium account.

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss:

County Commissioners' Meeting April 3, 1940.

ORDERED: That the amounts charged the County of Hampden by the Commonwealth of Massachusetts, State Sanatorium at Rutland, Massachusetts, under contract under the provisions of the General Laws, Chapter 111, Section 85 as amended by the Acts of 1936, Chapter 145, and by an agreement dated October 1, 1937 between the Commonwealth of Massachusetts, Department of Public Health, and the County Commissioners of Hampden County acting as Trustees for the Hampden County Tuberculosis Hospital District, as amended under date of October 6, 1939, be and the same is hereby charged to the Cities and Towns in the Hospital District in the following amounts:

Chicopee.....	\$ 273.00
Holyoke.....	409.50
Ludlow.....	351.00
Palmer.....	114.00
Westfield.....	273.00
West Springfield.....	136.50
Wilbraham.....	136.50
	<u>\$1,693.50</u>

Said amounts to be paid to the County Treasurer of the County of Hampden on or before April 30, 1940. It is also ordered that the County Treasurer of the County of Hampden pay to the Commonwealth of Massachusetts the above sum of One Thousand Six Hundred Ninety-Three Dollars and Fifty Cents (\$1,693.50) plus the sum of One Thousand One Hundred and Twenty-Nine Dollars (\$1,129.00), a total of Two Thousand Eight Hundred and Twenty-Two Dollars and Fifty Cents (\$2,822.50) on the Sanatorium account.

Charles W. Bray)
Edward J. Stapleton	) County
Thos. J. Costello	) Commissioners
	) of the County
	) of Hampden

April 3, 1940

Ordered, County Treasurer authorized and directed to pay \$92.12 to the Town of Brimfield on acct. of County's proportion of cost of work done on Brookfield, Holland and Warren Roads. Case No. 49-1939.

Orders

Ordered that the sum of \$618.06 which is balance of County's proportion of cost of work done on Elm Street and Maple Street be paid from County Treasury to Town of East Longmeadow. Case No. 11-1938.

Ordered, County Treasurer authorized and directed to pay sum of \$286.96 to Town of Holland on acct. of County's proportion of cost of work done on Mashapaug, Brimfield and East Brimfield Rds. Case No. 31 - 1939.

Ordered that the sum of \$487.23 which is balance of County's proportion of cost of work done on Williams Street be paid from County Treasury to Town of Longmeadow. Case No. 33 - 1938.

Ordered, County Treasurer authorized and directed to pay \$188.85 to Town of Monson on acct. of County's proportion of cost of work done on Wales Road and State Avenue. Case No. 63 - 1939.

Ordered, County Treasurer authorized and directed to pay \$28.60 to the Town of Palmer on acct. of County's proportion of cost of work done on Thorndike, East Main, No. Main & Bridge Sts, and Forest Lake, Ludlow, Bondsville and Belchertown Rds. Case No. 75 - 1939.

Ordered that the sum of \$213.33 which is balance of County's proportion of cost of work done on Parker Street be paid from County Treasury to City of Springfield. Case No. 55 - 1938.

Damages Done By Dogs

Land Damages

Sundry Accounts

Sundry accounts being presented, are allowed, and the same amounting to the sum of

April 3, 1940

Hampden, ss:

Judgment is entered up according to reports, etc., and all matters not acted upon are ordered to be continued and this meeting adjourned without day.

Attest:

CLERK.

The Commonwealth of Massachusetts

Hampden, ss:

At a meeting of the County Commissioners begun and holden at Springfield, within and for said County of Hampden, on the second Tuesday of April, being the ninth day of said month, and from time to time to the nineteenth day of June, in the year of our Lord One thousand nine hundred and forty.

Present:

Charles W. Bray, Esquire, Chairman	} County Commissioners
Thomas J. Costello, Esquire	
Edward J. Stapleton, Esquire	

Wales, Selectmen of the Town of, Petrs. for specific repairs on certain roads damaged in the hurricane on Sept. 21st 1938 and for aid, using unexpended balance of Monson Rd. Chapter 90 contract on hurricane damaged roads named in the petition.

14

Dismissed Without Prejudice.

The following case was dismissed without prejudice: No. 14

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting April 17, 1940

In the matter of the petition of the Selectmen of the Town of Wales for specific repairs on certain roads damaged in the hurricane on Sept. 21st, 1938, and for aid, using unexpended balance of Monson Road Chapter 90 contract on hurricane damaged roads named in the petition, it is ORDERED, ADJUDGED and DECREED that said petition be and the same is hereby dismissed without prejudice.

Charles W. Bray	} County Commissioners of the County of Hampden
Thos. J. Costello	
Edward J. Stapleton	

TO THE HONORABLE BOARD
OF COUNTY COMMISSIONERS
OF HAMPDEN COUNTY

Respectfully request the undersigned, Selectmen of the Town of Wilbraham that common convenience and necessity require that the highway known as Springfield Road leading from Stony Hill Road to the Springfield line be relocated as to parts thereof, and laid out and established from said Stony Hill Road to the Springfield line, for the purposes of effecting certain alterations as to widening and straightening in certain places, and definitely fixing the highway boundary lines.

Wherefore, your Petitioners pray that your Honorable Board after notice, view and hearing, may make such relocations and alterations as may be necessary, and lay out said highway in accordance therewith.

The Selectmen of Wilbraham

George E. Murphy, Jr.

Wm. H. McGuire

Albert L. Martin

Dated at Wilbraham this twenty fifth day of April 1939.

The foregoing petition was entered on the 6th of May 1939, and due proceedings having been had thereon, on the 22nd day of May 1940, said Commissioners file the following Relocation Report, to wit:

Wilbraham, Selectmen of the Town of, Petrs. for such relocations and alterations as may be necessary on Springfield Road from Stony Hill Road to the Springfield Line, for the purpose of widening and straightening and definitely fixing the highway boundary lines.

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Plan, Book 11,
Page 39.

COMMONWEALTH OF MASSACHUSETTS

HAMPDEN, ss. County Commissioners' Meeting May 22, 1940

On the Petition of the Selectmen of the Town of Wilbraham praying for a highway to be relocated and altered as may be necessary on Springfield Road from Stony Hill Road to the Springfield Line for the purpose of widening and straightening and definitely fixing the highway boundary lines. It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said County Commissioners did, on the seventh day of June A. D. 1939, view said highway, and hear all parties interested, and did adjudge that common convenience and necessity required that said highways should be relocated and altered.

And at the time of said view, no person interested having objected, after adjudicating as aforesaid, said Commissioners now relocate and alter said highway in the manner following:

Beginning at a stone bound in the southerly line of Springfield Road as laid out and established by the County Commissioners in December 1911. Said stone bound then being described as 1326.22 feet easterly from the Springfield line; thence South 86° 46' East 737.57 feet to a stone bound crossing the North Branch of the Mill River at about 115 feet; thence in a curved line to the left, having a radius of 1106.33 feet, 574.12 feet; thence North 26° 30' West 50 feet to a stone bound in the northwesterly line of said road. Said stone bound being the westerly terminus of a course described in the layout of 1911 as bearing South 63° 30' West; thence South 80° 34' 30" West 634.40 feet to a stone bound; thence North 86° 46' West 647.69 feet to a point in the northerly line of the layout of 1911; thence South 3° 01' East 50.27 feet to the stone bound at the point of beginning.

The foregoing description is indicated on plan prepared by Merrill & Sears, Civil Engineers, on file in the Hampden County Registry of Deeds and Clerk of Courts' Office, and in the office of the Town Clerk of Wilbraham, and marked as follows:

SPRINGFIELD ROAD
Wilbraham, Mass.
A Section Near North Branch Of
Mill River Relocated For The
COUNTY COMMISSIONERS
Scale 1 in. = 60 ft. Aug. 1939
Merrill & Sears Civil Engineers
Springfield, Mass.

The relocation/alteration does not involve the taking of any land by Eminent Domain.

Any improvement of said way shall be made at the expense of the Town of Wilbraham.

Any legal damage sustained by any abutter shall be paid by said Town.

Charles W. Bray
Thos. J. Costello
Edward J. Stapleton } County Commissioners.

April Meeting 1940

HAMPDEN, ss. County Commissioners' Meeting May 22, 1940

The foregoing report is filed and accepted, and thereupon it is ordered that the same be recorded; that the said road may be known as a public highway forever.

Attest: Charles M. Calhoun, Clerk.

Agawam, Selectmen of the Town of, Petrs. for specific repairs on Suffield Street, the work to begin at corner of Suffield and Adams Sts. and extend southerly for a distance of 2000 ft more or less, and for aid.

Agawam, Mass.
Oct. 10, 1939

To the County Commissioners of the County of Hampden:

Respectfully represent the undersigned, Selectmen of the Town of Agawam in said County, that common convenience and necessity require that the highway leading from Adams St., South to South St. and known as Suffield Street be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at the corner of Suffield and Adams Streets and extend in a Southerly direction for a distance of 2000 feet more or less.

Wherefore your petitioners pray that your Honorable Board after notice, view and hearing, may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this 10th day of October 1939.

Giles W. Halladay Selectmen
Herman A. Cordes of
Edward W. Talmadge Agawam

The foregoing petition was entered on the 10th day of October 1939, and due proceedings having been had thereon, on the 17th day of April 1940, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting April 17, 1940

On the petition of the Selectmen of the Town of Agawam for specific repairs on Suffield Street, the work to begin at corner of Suffield and Adams Sts and extend southerly for a distance of 2000 feet more or less, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twenty-sixth day of October, A. D. 1939, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said hearing no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made; to grade, surface with bituminous macadam and otherwise improve about 2,050 feet of road in Agawam, leading to Suffield, and being known as Suffield Street; the work to begin at the end of the section of said road improved in 1938, station 150+50, and extend in a southerly direction to station 171+00+; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

April Meeting 1940

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Agawam a sum not to exceed TWO THOUSAND DOLLARS (\$2,000.00) towards the repairing of this road.

All damages sustained by any person by reason of said repairs on this road shall be paid by the Town of Agawam.

Charles W. Bray)
Thos. J. Costello) County
Edward J. Stapleton) Commissioners
of the County
of Hampden

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

Respectfully represent the undersigned, Mayor and Board of Aldermen of the City of Chicopee, in said County, that common convenience and necessity require that the highway leading from Willimansett to Holyoke and known as the WILLIMANSETT BRIDGE over the Connecticut River be reconstructed or repaired as may be necessary, the work to begin at the southerly abutment of the above mentioned bridge and extend in a northerly direction across one span to the first pier of said bridge from the southerly shore of said Connecticut River.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing may make such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and City.

Dated this sixteenth day of November 1939

Anthony J. Stonina Mayor
Edward Bourbeau Supt. of Streets
Thomas F. Robinson City Engineer.

BOARD OF ALDERMEN

Thomas W. Chlosta
George H. Miller
William J. Asselin
Thomas J. Grady
Joseph Lafleur
Leandre Gagne
Ernest Cote
Ernest Laflamme
George H. Lewis
Nazaire J. Forcier

The foregoing petition was entered on the 23rd day of November 1939, and due proceedings having been had thereon, on the 10th day of April 1940, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting April 10, 1940

On the petition of the Mayor and Board of Aldermen of the City of Chicopee for specific repairs on Willimansett Bridge, the work to begin at the southerly abutment and extend in a northerly direction across one span to the first pier of said bridge from the southerly shore of the Connecticut River, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twenty-first day of December A. D. 1939,

Chicopee, Mayor and Board of Aldermen of the City of, Petrs. for specific repairs on Willimansett Bridge, the work to begin at the southerly abutment and extend in a northerly direction across one span to the first pier of said bridge from the southerly shore of the Connecticut River, and for aid.

view said bridge and hear all parties interested and did adjudge that specific repairs should be made. At the time of said hearing no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made: to repair in conjunction with the City of Holyoke so much of the Willimansett Bridge over the Connecticut River as lies in the City of Chicopee - the work to be done.

First. The work shall consist of erecting structural steel stiffeners between the present I-Beam floor stringers; two end dams for the proposed concrete floor and minor repairs to one vertical tension member on the southerly truss. This work shall be done in accordance with the applicable requirements of Division IV.

Second. The work covered by this contract shall be completed on or before October 1, 1940:

these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the City of Chicopee a sum not to exceed FIVE HUNDRED DOLLARS (\$500.00) towards the repairing of this bridge.

All damages sustained by any person by reason of said repairs on this bridge shall be paid by the City of Chicopee.

Thos. J. Costello)
Edward J. Stapleton) County
John G. Maxfield) Commissioners
of the County
of Hampden.

John G. Maxfield of East Longmeadow acted as County Commissioner in the above matter in place of Commissioner Charles W. Bray who was disqualified to act because of residence in Chicopee.

Chicopee, Mayor and Board of Aldermen of the City of, Petrs. for specific repairs on Granby Road, the work to begin at Station 124+50 and extend in a northerly and easterly direction about one and eight tenths (1.8) miles to the Northeast Air Base, and for aid.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

Respectfully represent the undersigned, Mayor and Board of Aldermen of the City of Chicopee, in said County, that common convenience and necessity require that the highway leading from Chicopee Center to Granby and known as GRANBY ROAD be surface treated and otherwise repaired as may be necessary, the work to begin at Station 124 + 50 and extend in a northerly and easterly direction about one and eight tenths (1.8) miles to the Northeast Air Base.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing may make such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and City.

Dated this sixteenth day of November 1939.

Anthony J. Stonina	Mayor
Edward Bourbeau	Supt. of Streets
Thomas F. Robinson	City Engineer

BOARD OF ALDERMEN.

Thomas W. Chlosta
 George H. Miller
 William J. Asselin
 Thomas J. Grady
 Joseph Lafleur
 Leandre Gagne
 Ernest Cote
 Ernest LaFlamme
 George H. Lewis
 Nazaire J. Forcier

The foregoing petition was entered on the 23rd day of November 1939, and due proceedings having been had thereon, on the 10th day of April 1940, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting April 10, 1940

On the petition of the Mayor and Board of Aldermen for the City of Chicopee for specific repairs on Granby Road, the work to begin at station 124+50 and extend in a northerly and easterly direction about one and eight tenths (1.8) miles to the Northeast Air Base, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twenty-first day of December A. D. 1939, view said highways and hear all parties interested and did adjudge that specific repairs should be made. At the time of said hearing no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made: to maintain, treat with bituminous material and otherwise improve about 1-1/2 miles of road in Chicopee, leading to Granby, and being known as the Granby Road; the work to begin at the end of the section of said road improved with bituminous macadam, station 124+50, and extend in a northeasterly direction for a distance of about 1-1/2 miles toward the new U. S. Airport entrance; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the City of Chicopee a sum not to exceed NINE HUNDRED SEVENTY-THREE DOLLARS AND EIGHTY CENTS (\$793.80) towards the repairing of the road.

All damages sustained by any person by reason of said repairs on this road shall be paid by the City of Chicopee.

Thos. J. Costello)
 Edward J. Stapleton) County
 John G. Maxfield) Commissioners
) of the County
) of Hampden

John G. Maxfield of East Longmeadow acted as County Commissioner in the above matter in place of Commissioner Charles W. Bray who was disqualified to act because of his residence in Chicopee.

April Meeting 1940

Holland, Selectmen of the Town of, Petrs. for specific repairs on Mashapaug Road, the work to begin at station 234 and extend northerly to station 202, a distance of 3200 feet more or less, and for aid.

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TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN

RESPECTFULLY REPRESENT THE UNDERSIGNED, Selectmen of the Town of Holland in said County, that common convenience and necessity require that the following highway be specifically repaired by resurfacing, grading or hardening and otherwise repaired as may be necessary:

Mashapaug Road leading from Union, Conn. to Holland, Mass., the work to begin at Station 234 and extend in a northerly direction to Station 202 a distance of 3200 feet more or less.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this twentieth day of February 1940

Arthur R. Phenner

M. Henry Sichel

L. E. Howlett

SELECTMEN OF THE TOWN OF HOLLAND

The foregoing petition was entered on the 15th day of March 1940, and due proceedings having been had thereon, on the 19th day of June 1940, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting June 19, 1940

On the petition of the Selectmen of the Town of Holland for specific repairs on Mashapaug Road, the work to begin at station 234 and extend northerly to station 202, a distance of 3200 feet more or less, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twenty-third day of May, A. D. 1940, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said hearing no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made: to grade, surface with gravel and tar mixed in place and otherwise improve about 1,500 feet of road in Holland, leading from the Connecticut line, and being known as the Mashapaug Road; the work to begin at the end of the section of said road improved in 1939, station 217+00, and extend in a northerly direction to station 202+00; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Holland a sum not to exceed ONE THOUSAND FIVE HUNDRED DOLLARS (\$1,500.) towards the repairing of this road.

April Meeting 1940

All damages sustained by any person by reason of said repairs on this road shall be paid by the Town of Holland.

Charles W. Bray)
Thos. J. Costello) County
Edward J. Stapleton) Commissioners
of the County
of Hampden

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT your petitioners, the Mayor and Board of Aldermen of the City of Chicopee, in said County, that common convenience and necessity require the layout/location of a new highway located in the City of Chicopee in the County of Hampden, beginning at Ludlow Road at station 43+40₊, thence extending northeasterly for a distance of 1934 feet more or less, to station 62+74.30 at the Chicopee-South Hadley Town line.

WHEREFORE your petitioners pray that your Honorable Board will, after due notice, view and hearing, proceed to lay out/locate said way.

Dated this 16th day of May 1940.

Leo P. Senecal - Mayor

Joseph Lafleur, Pres.
George H. Miller
William J. Asselin
Chester W. Wojtowicz
Ernest Cote
Nazaire J. Forcier
Frank H. York
Thomas Moran
William H. Cannon, Jr.

The foregoing petition was entered on the 17th day of May 1940, and due proceedings having been had thereon, on the 13th day of June 1940, said Commissioners file the following Location Report, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting June 12, 1940

On the petition of the Mayor and Board of Aldermen of the City of Chicopee for layout/location of a new highway in Chicopee beginning at Ludlow Road at station 43+40₊ and extending northeasterly for a distance of 1934 feet more or less to station 62+74.30 at the Chicopee-South Hadley Town line.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said County Commissioners did, on the third day of June, A. D. 1940, view said highway and hear all parties interested, and did adjudge that common convenience and necessity required that said highway should be laid out/located. And at the time of said view, no person interested having objected, after adjudicating as aforesaid, said Commissioners now lay out/locate said highway in the manner following:

The layout consists of a cut-off or new location and beging at a point on Ludlow Street about 150 feet easterly of Lombard Street and extends thence northeasterly about 3/8 of a mile to the dividing line between the town of South Hadley, Hampshire County, and the city of

Chicopee, Mayor and Board of Aldermen of the City of, Petrs. for layout/location of a new highway in Chicopee beginning at Ludlow Road at station 43+40+ and extending northeast-erly for a distance of 1934 feet more or less to station 62+74.30 at the Chicopee-South Hadley Town line.

27

Plans in Book 11,
Pages 40 and 41.

Chicopee, Hampden County, said layout being more fully described as follows:

The base line begins at a point on Ludlow Street, being shown on plan as station 43+67.57 and extends thence easterly to northeasterly by a curve to the left of 2400.00 feet radius 1214.58 feet, thence north 54° 32' 45" east 692.15 feet to a point at the end of the layout on the aforesaid South Hadley-Chicopee line, shown on plan as station 62+74.30.

The northwesterly location line begins at a point on the northerly location line of the 1880 County layout on said Ludlow Street, bearing north 9° 36' 45" west and 22.00 feet distant from the point of beginning of the above-described base line shown on plan as station 43+67.57 and extends thence leaving said 1880 location line north 9° 36' 45" west 18.07 feet to a point bearing north 9° 36' 45" west and 40.07 feet distant from said station 43+67.57, thence extending parallel to the above-described base line and 40.00 feet distant therefrom to a point at the end of the layout on the aforesaid South Hadley-Chicopee line, bearing south 82° 06' 05" west and 86.47 feet distant from the point of ending of the above-described base line shown on plan as station 62+74.30.

The southeasterly location line begins at a point on the aforesaid northerly location line of the 1880 County layout on Ludlow Street, bearing south 9° 36' 45" east and 68.84 feet distant from station 49+21.20 of the above-described base line and extends thence leaving said 1880 County location line north 9° 36' 45" west 28.22 feet to a point bearing south 9° 36' 45" east and 40.62 feet distant from said station 49+21.20, thence extending parallel to the above-described base line and 40.00 feet distant therefrom to a point at the end of the layout on the aforesaid South Hadley-Chicopee line, bearing north 82° 06' 05" east and 86.47 feet distant from the point of ending of the above-described base line shown on plan as station 62+74.30.

AND the following described parcels of land are taken in fee for purposes of said highway by right of eminent domain under Chapter 79 of the General Laws and all acts in amendment thereof and in addition thereto. All land taken is located in the City of Chicopee in said County.

Parcel No. 1. A parcel of land supposed to be owned by ROSE BERNECHE, located on the northerly side of Ludlow Street, so called, between stations 43+67.57 and 44+18+, bounded as follows: southerly by the 1880 County layout on said Ludlow Street, about 50.4 feet, westerly by land now or formerly of Mt. Holyoke College 18.07 feet; northerly by remaining land of said Berneche about 50 feet; and easterly by Winthrop Street, so called, about 21 feet; containing about 980 square feet.

Parcel No. 2. A parcel of land from OWNER UNKNOWN (Winthrop Street) located on the northerly side of Ludlow Street, so called, between stations 44+18+ and 44+68+, bounded as follows: southerly by the 1880 County layout on said Ludlow Street, about 50.4 feet, westerly by land now or formerly of Rose Berneche about 21 feet; northerly by remaining

land of Owner Unknown about 50 feet; and easterly by land now or formerly of the Roman Catholic Bishop of Springfield about 25 feet; containing about 1150 square feet.

Parcel No. 3. A parcel of land supposed to be owned by the ROMAN CATHOLIC BISHOP OF SPRINGFIELD, located on the northerly side of Ludlow Street, so called, between stations 44+68₊ and 45+70₊, bounded as follows: southerly by the 1880 County layout on said Ludlow Street about 100.8 feet; westerly by Winthrop Street, so called, about 25 feet; northerly by remaining land of said Bishop of Springfield about 100 feet and easterly by land now or formerly of Michael Cohen about 36 feet; containing about 3050 square feet.

Parcel No. 4. A parcel of land supposed to be owned by MICHAEL COHEN, located on the northerly side of Ludlow Street, so called, between stations 45+68₊ and 46+71₊, bounded as follows: southerly by the 1880 County layout on said Ludlow Street about 100.8 feet, westerly by land now or formerly of the Roman Catholic Bishop of Springfield about 36 feet; northerly by remaining land of said Cohen about 100 feet, and easterly by Kendrick Street, so called, about 52 feet; containing about 4400 square feet.

Parcel No. 5. A parcel of land from OWNER UNKNOWN (Kendrick Street) located on the northerly side of Ludlow Street, so called, between stations 46+67₊ and 47+22₊, bounded as follows: southerly by the 1880 County layout on said Ludlow Street about 50.4 feet, westerly by land now or formerly of Michael Cohen about 52 feet; northerly by remaining land of said Owner Unknown about 50 feet and easterly by land now or formerly of Mt. Holyoke College about 61 feet; containing about 2830 square feet.

Parcel No. 6. A parcel of land supposed to be owned by MT. HOLYOKE COLLEGE, located on the northerly side of Ludlow Street, so called, between stations 47+16₊ and 49+29₊, bounded as follows: southerly by the 1880 County layout on said Ludlow Street about 201.6 feet, westerly by Kendrick Street, so called, about 61 feet; northerly by remaining land of said College about 203 feet; and easterly by Crosby Street, so called, about 109 feet; containing about 16,730 square feet.

Parcel No. 7. A parcel of land from OWNER UNKNOWN (Crosby Street) located to the north of Ludlow Street, so called, comprising the entire width of location of the 1940 County layout, between stations 49+15₊ and 49+80₊, bounded as follows: westerly by land now or formerly of Mt. Holyoke College about 81 feet, northerly by remaining land of Owner Unknown about 51 feet; easterly by land now or formerly of the City of Chicopee about 81 feet and southerly by land now or formerly of Owner Unknown about 51 feet; containing about 4080 square feet.

Parcel No. 8. A parcel of land supposed to be owned by the CITY OF CHICOPEE, located to the north of Ludlow Street, so called, comprising the entire width of location of the 1940 County Layout, all lying between stations 49+65₊ and 51+72₊, bounded as follows: westerly by Crosby Street, so called, about 81 feet, northwesterly by remaining land of said City of Chicopee about 133 feet; northerly by land now or

formerly of the South Hadley Falls Water Commissioners about 76 feet; easterly by Julian Street, about 33 feet; and southeasterly by remaining land of said City of Chicopee about 202 feet; containing about 14,540 square feet.

Parcel No. 9. A parcel of land from OWNER UNKNOWN (Julian Street) located to the north of Ludlow Street, so called, comprising a portion of the 1940 County layout, lying between stations 51+64₊ and 52+06₊, bounded as follows: westerly by land now or formerly of the City of Chicopee about 33 feet; northerly by land now or formerly of the South Hadley Falls Water Commissioners about 47 feet and southeasterly by remaining land of Owner Unknown about 45 feet; containing about 710 square feet.

Parcel No. 10. A parcel of land supposed to be owned by the SOUTH HADLEY FALLS WATER COMMISSIONERS, comprising the entire width of location of the 1940 County layout, all lying between stations 51+15₊ and 56+24₊, bounded as follows: southerly in part by Julian Street, so called, and in part by land now or formerly of the City of Chicopee, a total distance about 123 feet; northwesterly by remaining land of said Water Commissioners about 501 feet; northeasterly by land now or formerly of H. J. Levine about 82 feet; and southeasterly by remaining land of said Water Commissioners about 406 feet; containing about 36,280 square feet.

Parcel No. 11. A parcel of land supposed to be owned by H. J. LEVINE, comprising the entire width of location of the 1940 County layout, all lying between stations 56+07₊ and 60+67₊, bounded as follows: southwesterly by land now or formerly of the South Hadley Falls Water Commissioners about 82 feet; northwesterly by remaining land of said Levine about 443 feet; easterly by land now or formerly of Annie Lenik about 95 feet; and southeasterly by remaining land of said Levine about 409 feet; containing about 34,080 square feet.

Parcel No. 12. A parcel of land supposed to be owned by ANNIE LENIK, comprising the entire width of location of the 1940 County layout all lying between stations 60+17₊ and 62+74.30, bounded as follows: westerly by land now or formerly of H. J. Levine about 95 feet, northwesterly by remaining land of said Lenik about 131 feet; northerly by the South Hadley-Chicopee line 172.94 feet and southeasterly by remaining land of said Lenik about 334 feet; containing about 18,600 square feet.

The stations hereinbefore mentioned are points on the base line of location of the 1940 County layout.

The layout/location and the land takings above described are indicated on plans prepared by the Department of Public Works, Division of Highways, on file in the Hampden County Registry of Deeds and Clerk of Courts' office, and marked as follows:

The Commonwealth of Massachusetts

PLAN OF ROAD

in the city of

CHICOPEE

Attest: Charles M. Calhoun, Clerk.

April Meeting 1940

Chicopee, Mayor and Board of Aldermen of the City of, Petrs. for relocation and alterations of Granby Road beginning at station 120+ which is about 300 feet easterly from Montgomery Street and extending easterly for a distance of 6500 feet more or less, to station 185+ at the Industrial Gate of Westover Field.

31

Plans in Book 11,
Pages 42, 43, 44,
45 & 46.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT the undersigned, Mayor and Board of Aldermen of the City of Chicopee, in said County, that common convenience and necessity require that the highway leading from Montgomery Street to the Industrial Gate of Westover Field, and known as GRANBY ROAD be relocated and altered in its course and width beginning at station 120+ which is about 300 feet easterly from Montgomery Street, thence extending easterly for a distance of 6500 feet more or less, to station 185+ at the Industrial Gate of Westover Field.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing will make such relocation and alterations as may be deemed necessary and proper.

Dated this 21st day of May 1940.

Leo P. Senecal, Mayor

Joseph Lafleur, Pres.
Walter F. Szetela
William J. Asselin
Joseph Wisniowski
Thomas Moran
Nazaire J. Forcier
Frank H. York
Ernest Cote
Leandre Gagne

Frank L. Biernacki
William H. Cannon, Jr.
Thomas W. Chlosta
Thomas Laramie
Chester W. Wojtowicz
George H. Miller
Walter J. Trybulski

The foregoing petition was entered on the 24th day of May 1940, and due proceedings having been had thereon, on the 19th day of June 1940, said Commissioners file the following Relocation Report, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting June 19, 1940

On the petition of the Mayor and Board of Aldermen of the City of Chicopee for relocation and alterations of Granby Road beginning at station 120+ which is about 300 feet easterly from Montgomery Street and extending easterly for a distance of 6500 feet more or less, to station 185+ at the Industrial Gate of Westover Field.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said County Commissioners did, on the thirteenth day of June, A. D. 1940, view said highway and hear all parties interested, and did adjudge that common convenience and necessity required that said highway should be relocated and altered. And at the time of said view, no person interested having objected, after adjudicating as aforesaid, said Commissioners now relocate and alter said highway in the manner following:

The layout consists of two sections, comprising a widening on both sides of Granby Road and a cut-off or new location for said road, and begins at a point on Granby Road about 800 feet northeasterly of Montgomery Street, extending thence in an easterly direction about 1-1/8 miles to land of the United States Government (Westover Field) being more fully described as follows:

The base line for the entire layout begins at a point on Granby Road, as aforesaid, being shown on plan as station 124+58.67, and extends thence north $47^{\circ} 25' 35''$ east 284.40 feet; thence north $64^{\circ} 53' 05''$ east 256.84 feet; thence north $64^{\circ} 46' 00''$ east 344.46 feet; thence north $64^{\circ} 52' 30''$ east 866.94 feet; thence north $71^{\circ} 41' 25''$ east 593.45 feet; thence by a curve to the right of 1200.00 feet radius 363.67 feet; thence north $89^{\circ} 03' 16''$ east 2237.58 feet; thence by a curve to the left of 1840.00 feet radius 621.06 feet; thence north $69^{\circ} 42' 55''$ east 463.52 feet to a point at the end of the layout on the westerly boundary of the aforesaid Government land shown on plan as station 184+90.59.

SECTION 1

This section consists of widening the present city layout on Granby Road, between the point of beginning as above described and the southerly location line of the right of way of the Boston and Maine Railroad.

The northerly location line begins at a point on the northerly location line of the present city layout on said Granby Road, bearing north $86^{\circ} 14' 50''$ west and being 42.82 feet distant from station 124+88.23 of the above described base line and extends thence leaving said city location line north $86^{\circ} 14' 50''$ west 9.03 feet to a point bearing north $86^{\circ} 14' 50''$ west and 51.85 feet distant from said station 124+88.23; thence parallel to the above described base line and 37.50 feet distant therefrom to a point bearing north $61^{\circ} 27' 55''$ and 39.64 feet distant from station 127+43.07; thence north $64^{\circ} 46' 00''$ east 624.76 feet to a point bearing north $25^{\circ} 10' 45''$ west and 32.50 feet distant from station 133+44.37; thence parallel to the above described base line and 32.50 feet distant therefrom to a point at the end of the section on the aforesaid Railroad location line bearing north $25^{\circ} 07' 30''$ west and 32.50 feet distant from station 139+65.83 of the above described base line.

The southerly location line begins at a point on the southerly location line of the present city layout on Granby Road bearing south $42^{\circ} 34' 25''$ east and 18.54 feet distant from the point of beginning of the above described base line shown on plan as station 124+58.67 and extends thence leaving said city location line south $42^{\circ} 34' 25''$ east 8.96 feet to a point bearing south $42^{\circ} 34' 25''$ east and 27.50 feet distant from said station 124+58.67; extending thence northeasterly by a curve to the right of 1715.92 feet radius 519.32 feet to a point bearing south $10^{\circ} 15' 15''$ east and 33.64 feet distant from station 129+99.91; thence parallel to the above described base line and 32.50 feet distant therefrom to a point at the end of the section on the aforesaid Railroad location line bearing south $88^{\circ} 13' 54''$ east and 71.85 feet distant from station 140+28.04 of the above described base line.

SECTION 2

This section consists of a cut-off or new location and extends from the northerly location line of the right of way of the Boston and Maine Railroad to the westerly boundary of the United States Government Land (Westover Field).

The northerly location line begins at a point on the northerly location line of said Railroad right of way bearing north $88^{\circ} 13' 54''$ west and 71.85 feet distant from station 141+38.58 and extends thence north $64^{\circ} 52' 30''$ east 17.72 feet to a point bearing north $25^{\circ} 07' 30''$ west and 32.50 feet distant from station 140+92.22; thence by a curve to the right of 2032.50 feet radius 241.76 to a point bearing north $18^{\circ} 18' 35''$ west and 32.50 feet distant from station 143+30.40; thence parallel to the above described base line and 32.50 feet distant therefrom to a point bearing north $4^{\circ} 52' 25''$ east and 35.35 feet distant from station 147+36.61; thence north $4^{\circ} 52' 25''$ east 19.04 feet to a point bearing north $4^{\circ} 52' 25''$ east and 54.39 feet distant from said station 147+36.61; thence north $71^{\circ} 41' 25''$ east 46.74 feet to a point bearing north $18^{\circ} 18' 35''$ west and 50.00 feet distant from station 148+04.76; thence parallel to the above described base line and 50.00 feet distant therefrom to a point at the end of the section and layout on the aforesaid westerly boundary of the Government land bearing north $24^{\circ} 38' 55''$ west and 50.15 feet from the point of ending of the above described base line shown on plan as station 184+90.59.

The southerly location line begins at a point on the northerly location line of the aforesaid Railroad right of way bearing south $88^{\circ} 13' 54''$ east and 79.59 feet distant from station 141+38.58 and extends thence northeasterly by a curve to the right of 1967.50 feet radius 116.62 feet to a point bearing south $18^{\circ} 18' 35''$ east and 32.50 feet distant from station 143+30.40; thence parallel to the above described base line and 32.50 feet distant therefrom to a point bearing south $18^{\circ} 18' 35''$ east and 32.50 feet distant from station 148+04.76; thence south $18^{\circ} 18' 35''$ east 17.50 feet to a point bearing south $18^{\circ} 18' 35''$ east and 50.00 feet distant from said station 148+04.76; thence parallel to the above described base line and 50.00 feet distant therefrom to a point bearing south $0^{\circ} 56' 44''$ east and 50.00 feet distant from station 151+68.43; thence north $89^{\circ} 03' 16''$ east 2499.22 feet to a point again on the northerly location line of the aforesaid Railroad right of way bearing south $8^{\circ} 49' 38''$ east and 68.02 feet distant from station 176+59.12; thence following said Railroad location line north $69^{\circ} 42' 55''$ east 844.83 feet to a point at the end of the section and layout on the westerly boundary of the aforesaid Governmentland bearing south $24^{\circ} 38' 55''$ east and 30.09 feet distant from the point of ending of the above described base line shown on plan as station 184+90.59.

AND the following described parcels of land are taken in fee for purposes of said highway by right of eminent domain under Chapter 79 of the General Laws and all acts in amendment thereof and in addition thereto. All land taken is located in the City of Chicopee in said County.

Note:- The stations hereinafter mentioned are points on the base line of location of the 1940 County Layout on Granby Road and new location.

Parcel No. 1. A parcel of land supposed to be owned by STANLEY AND HELEN KULIG, located on the southeasterly side of Granby Road, so called, between stations 124+58.67 and 125+16₊, bounded as follows: northwesterly by Granby Road about 47 feet; northerly by land now or formerly of Ovila Lauzier about 14 feet; southeasterly and southwesterly by remaining land of said Stanley Kulig et al a total distance of about 67 feet; containing about 500 square feet.

Parcel No. 2. A parcel of land supposed to be owned by OVILA LAUZIER, located on the northwesterly side of Granby Road, so called, between stations 124+58.67 and 130+03₊, bounded as follows: southeasterly by Granby Road about 552 feet; southerly by land now or formerly of Eugene Lauzier et al 9.03 feet; northwesterly by remaining land of said Ovila Lauzier about 546 feet; and northerly by land now or formerly of Lawrence Fortier about 17 feet; containing about 4160 square feet.

Parcel No. 3. A parcel of land supposed to be owned by OVILA LAUZIER, located on the southeasterly side of Granby Road, so called, between stations 125+06₊ and 131+08₊, bounded as follows: northwesterly by Granby Road about 582 feet; northerly by land now or formerly of Lawrence Fortier about 14 feet; southeasterly by remaining land of said Ovila Lauzier about 578 feet; and southerly by land now or formerly of Stanley Kulig et al about 14 feet; containing about 7380 square feet.

Parcel No. 4. A parcel of land supposed to be owned by LAWRENCE FORTIER, located on the northwesterly side of Granby Road, so called, between stations 129+89₊ and 133+75₊, bounded as follows: southeasterly by Granby Road about 367 feet; southerly by land now or formerly of Ovila Lauzier about 17 feet; northwesterly by remaining land of said Lawrence Fortier about 386 feet; and easterly by other land now or formerly of Ovila Lauzier about 8 feet; containing about 3020 square feet.

Parcel No. 5. A parcel of land supposed to be owned by LAWRENCE FORTIER, located on the southeasterly side of Granby Road, so called, between stations 130+96₊ and 133+44₊, bounded as follows: northwesterly by Granby Road about 248 feet; easterly by land now or formerly of James J. Ruell about 9 feet; southeasterly by remaining land of said Lawrence Fortier about 231 feet; and southerly by land now or formerly of Ovila Lauzier about 14 feet; containing about 1730 square feet.

Parcel No. 6. A parcel of land supposed to be owned by JAMES J. RUELL, located on the southeasterly side of Granby Road, so called, between stations 133+40₊ and 134+57₊, bounded as follows: northwesterly by Granby Road, about 113 feet; easterly by land now or formerly of Frank A. Lynch et al about 9 feet; southeasterly by remaining land of said James Ruell about 113 feet; and westerly by land now or formerly of Lawrence Fortier about 9 feet; containing about 880 square feet.

Parcel No. 7. A parcel of land supposed to be owned by OVILA LAUZIER, located on the northwesterly side of Granby Road, so called, between stations 133+71₊ and 139+80₊, bounded as follows: southeasterly

by Granby Road about 609 feet; westerly by land now or formerly of Lawrence Fortier about 8 feet; northwesterly by remaining land of said Ovila Lauzier about 590 feet; and northerly by the right of way of the Boston and Maine Railroad about 17 feet; containing about 4650 square feet.

Parcel No. 8. A parcel of land supposed to be owned by FRANK A. LYNCH AND MARY G. FITZGERALD, located on the southeasterly side of Granby Road, so called, between stations 134+52₊ and 140+92₊, bounded as follows: northwesterly by Granby Road about 621 feet; northerly by the right of way of the Boston and Maine Railroad about 17 feet; southeasterly by remaining land of said Frank A. Lynch et al about 640 feet; and westerly by land now or formerly of James J. Ruell about 9 feet; containing about 4890 square feet.

Parcel No. 9. A parcel of land supposed to be owned by JOHN BARDEN, located on the northwesterly side of Granby Road, so called, between stations 140+74₊ and 142+24₊, bounded as follows: southeasterly and southerly by Granby Road a total distance of about 132 feet; easterly by land now or formerly of Harmidas Ovelette about 16 feet; northwesterly by remaining land of said John Barden about 153 feet; and again southerly by the right of way of the Boston and Maine Railroad about 19 feet; containing about 1140 square feet.

Parcel No. 10. A parcel of land supposed to be owned by HARMIDAS OVELETTE, comprising the entire width of location of the 1940 County Layout all lying between stations 142+18₊ and 147+50₊, bounded as follows: southerly by Granby Road about 139 feet; westerly by land now or formerly of John Barden about 16 feet; northerly by remaining land of said Harmidas Ovelette about 527 feet; easterly by land now or formerly of R. A. Hewins about 71 feet; and again southerly by remaining land of said Harmidas Ovelette about 375 feet; containing about 30,430 square feet.

Parcel No. 11. A parcel of land supposed to be owned by R. A. HEWINS, comprising the entire width of location of the 1940 County Layout all lying between stations 147+23₊ and 152+59₊, bounded as follows: westerly by land now or formerly of Harmidas Ovelette about 90 feet; northerly by remaining land of said R. A. Hewins about 516 feet; easterly by land now or formerly of H. Piquette about 101 feet; southerly, westerly and again southerly by remaining land of said R. A. Hewins a total distance of about 528 feet; containing about 50,230 square feet.

Parcel No. 12. A parcel of land supposed to be owned by H. PIQUETTE, comprising the entire width of location of the 1940 County Layout, between stations 152+49₊ and 157+73₊, bounded as follows: westerly by land now or formerly of R. A. Hewins about 101 feet; northerly by remaining land of said H. Piquette about 514 feet; easterly by land now or formerly of Napoleon Boisvert about 101 feet; and southerly by remaining land of said H. Piquette about 514 feet; containing about 51,400 square feet.

Parcel No. 13. A parcel of land supposed to be owned by NAPOLEON BOISVERT, comprising the entire width of location of the 1940 County Layout, between stations 157+63+ and 165+64+, bounded as follows: westerly by land now or formerly of H. Piquette about 101 feet; northerly by remaining land of said Napoleon Boisvert about 791 feet; easterly by land now or formerly of Edward Bergeron about 101 feet; and southerly by remaining land of said Napoleon Boisvert about 791 feet; containing about 79,100 square feet.

Parcel No. 14. A parcel of land supposed to be owned by EDWARD BERGERON, comprising the entire width of the location of the 1940 County Layout, between stations 165+54+ and 171+56+, bounded as follows: westerly by land now or formerly of Napoleon Boisvert about 101 feet; northerly by remaining land of said Edward Bergeron about 592 feet; easterly by land now or formerly of Louis Gregore about 101 feet; and southerly by remaining land of said Edward Bergeron about 588 feet; containing about 59,000 square feet.

Parcel No. 15. A parcel of land supposed to be owned by LOUIS GREGORE, comprising for the most part the entire width of location of the 1940 County Layout, between stations 171+41+, bounded as follows: westerly by land now or formerly of Edward Bergeron about 101 feet; northerly by remaining land of said Louis Gregore about 548 feet; easterly by land now or formerly of Anna Deres about 83 feet; southerly in part by Granby Road and in part by remaining land of said Louis Gregore about 174 feet and about 384 feet, respectively; containing about 53,460 square feet.

Parcel No. 16. A parcel of land supposed to be owned by ANNA DERES, located on the northwesterly side of Granby Road, so called, between stations 176+91+ and 179+38+, bounded as follows: southeasterly and southerly by Granby Road about 266 feet; westerly by land now or formerly of Louis Gregore about 83 feet; and northerly by remaining land of said Anna Deres about 220 feet; containing about 12,250 square feet.

Parcel No. 17. A parcel of land supposed to be owned by ANNA DERES, located to the southeast of Granby Road, so called, comprising the entire width of location of the 1940 County Layout, all lying between stations 178+76+ and 184+90.59, bounded as follows: northwesterly by Granby Road about 208 feet; northerly by remaining land of said Anna Deres about 421 feet; northeasterly by land of United States Government (Westover Field) 80.24 feet; and southerly by the right of way of the Boston and Maine Railroad about 621 feet; containing about 41,680 square feet.

The relocation and alterations and the land takings above described are indicated on plans prepared by the Department of Public Works, Division of Highways, on file in the Hampden County Registry of Deeds and Clerk of Courts' Office, and marked as follows:

April Meeting 1940

The Commonwealth of Massachusetts

PLAN OF ROAD

in the city of

CHICOPEE

HAMPDEN

COUNTY

Laid out by the

COUNTY COMMISSIONERS

Scale: 40 feet to the inch

AND the owners of the land over which said highway is thus laid out are allowed until the twentieth day of August next to remove therefrom their buildings, wood, timber or trees. The Commissioners having heard the proprietors of said lands, by themselves, or their agents, so far as they have expressed the desire to be heard on the subject of damages, by them sustained by reason of relocating and altering said highway, have estimated the same as follows, to wit:

TO:-

Stanley and Helen Kulig.	\$ 1.00
Ovila Lauzier (3 parcels).	1.00 each
Lawrence Fortier (2 parcels)	1.00 each
James J. Ruell	1.00
Frank A. Lynch and Mary G. Fitzgerald.	1.00
John Barden.	1.00
Harmidas Ovelette.	1.00
R. A. Hewins	1.00
H. Piquette.	1.00
Napoleon Boisvert.	1.00
Edward Bergeron.	1.00
Louis Gregore.	1.00
Anna Deres (2 parcels)	1.00 each

Payment to be made to the several parties damaged to the amount that may be found to be their due, by the City of Chicopee, when entry is actually made upon the premises for highway purposes.

Any work required to be done in the carrying out of said order, to be done and performed by the City of Chicopee, and the whole shall be done in a workmanlike manner, to the acceptance of said Commissioners:

All land, grade, drainage and other legal damages shall be paid by the City of Chicopee.

Thos. J. Costello)
Edward J. Stapleton	) County
John G. Maxfield	) Commissioners
	) of the County
	) of Hampden

John G. Maxfield of East Longmeadow acted as County Commissioner in the above matter in place of Commissioner Charles W. Bray who was disqualified to act because of his residence in Chicopee.

Hampden, ss: County Commissioners' Meeting June 19, 1940

The foregoing report is filed and accepted, and thereupon it is ordered that the same be recorded; that the said road may be known as a public highway forever.

Attest: Charles M. Calhoun, Clerk.

April Meeting 1940

April 10, 1940

Ordered, that the order to arrest RAYMOND LATHROP of Holyoke, holder of release on parole, issued March 27, 1940, is hereby revoked.

Order to Arrest
Revoked

April 17, 1940

Voted to appoint MR. GEORGE STACEY GAY of Three Rivers, Palmer, a member of the Board of Trustees for County Aid to Agriculture. The term of office, April 1, 1940 to April 1, 1943.

Appointment
Geo. Stacey Gay
Trustee

Ordered, County Treasurer authorized and directed to borrow \$35,000. under G.L. (Ter.Ed.) Chapter 111 Section 85 and Section 79 of Chapter 111 as amended by Acts of 1936 Chapter 343 - Hampden Tubercular Patients Maintenance.

Authorized to
Borrow Money.

April 24, 1940

Copy of Appointment of Susan C. McKenna as Assistant Register of Deeds, County of Hampden, made by C. Wesley Hale, Register.

Appointment of
Susan C. McKenna
Asst.Reg.of Deeds

Susan C. McKenna qualified as Assistant Register of Deeds, County of Hampden.

Susan C. McKenna
Qualified.

Copy of appointment of Blanche Q. Cary as Second Assistant Register of Deeds, County of Hampden, made by C. Wesley Hale, Register.

Appointment of
Blanche Q. Cary
2nd Asst.Reg.of Deeds

Blanche Q. Cary qualified as Second Assistant Register of Deeds, County of Hampden.

Blanche Q. Cary
Qualified

Voted to award Hampden County Tubercular Patients Maintenance Notes No. 1 to 5 inclusive, aggregating \$35,000. to R. L. Day & Co., of Boston, Mass., at 0.09% discount.

Voted to Award
Notes

May 1, 1940

Voted, to advertise the recreation advantages of Hampden County, etc., to designate as their common agent to act for them in such advertising, the Pioneer Valley Association, and to authorize said Association to expend a sum not in excess of \$1661.00 of County's funds, when, as, and if, funds of said Association are deposited with the County Treasurer as provided in Chapter 107 Acts of 1939.

Voted to Adver-
tise Recreation
Advantages of
Hampden County

Order to arrest Gilbert Patnaude of Springfield, holder of a release on parole.

Order to Arrest

Order to arrest Ernest A. Peterson of Springfield, holder of a release on parole.

Order to Arrest

Order to arrest George Sady of Springfield, holder of a release on parole.

Order to Arrest

May 2, 1940

Worcester Street, Indian Orchard, extending from the line between Chicopee and Springfield to Front Street, changed to Monsanto Avenue, also Front Street, Indian Orchard, extending from Worcester Street to Main Street, shall be known as Monsanto Avenue.

Re-naming Streets

May 8, 1940

Order to arrest George H. Frazier of Springfield, holder of a release on parole.

Order to Arrest

Ordered that the sum of \$366.69 which is balance of County's proportion of cost of work done on Wales-Monson Road be paid from County Treasury to the Town of Wales. Case No. 56 - 1939.

Orders

April Meeting 1940

Order

May 8, 1940

Ordered that the sum of \$92.40 which is balance of County's proportion of cost of work done on Wales-Monson Road be paid from County Treasury to Town of Wales. Case No. 38 - 1938.

Order to Arrest

May 15, 1940

Order to arrest Henry O'Connor of Holyoke, holder of a release on parole.

Voted to Recommend Pensioning of Jeremiah J. Shea

May 22, 1940

Voted to recommend to the Commissioner of Correction the pensioning of Jeremiah J. Shea of Springfield, who has been employed at the Hampden County House of Correction since 1903.

Orders

Ordered that the sum of \$124.50 which is balance of County's proportion of cost of work done on bridge on Somers Road known as Chapin's Bridge, be paid from County Treasury to Town of Hampden. Case No. 33-1939.

Ordered that the sum of \$500.00 which is balance of County's proportion of cost of work done on General Knox Highway be paid from County Treasury to Town of Russell. Case No. 24 - 1938.

Ordered that the sum of \$422.44 which is balance of County's proportion of cost of work done on River Street be paid from County Treasury to Town of West Springfield. Case No. 43 - 1938.

Westfield Sanatorium Account

May 29, 1940

Ordered that the amount charged the County of Hampden by Comm. of Mass., State Sanatorium at Westfield, under contract, according to G.L. Ch 111 Sec. 85 as amended by Acts of 1936 Ch 145 be charged in full to the City of Chicopee in the hospital district, namely \$137.50; said amount to be paid to County Treasurer; also ORDERED that the County Treas. pay to the Comm. of Mass., the sum of \$137.50 on the Sanatorium acct.

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss:

County Commissioners' Meeting May 29, 1940.

ORDERED: That the amount charged the County of Hampden by the Commonwealth of Massachusetts State Sanatorium at Westfield, Massachusetts, under contract according to the provisions of the General Laws, Chapter 111, Section 85, as amended by the Acts of 1936, Chapter 145, be charged in full to the City of Chicopee in the hospital district as follows:

1938 Account

Chicopee

\$137.50

Said amount to be paid to the County Treasurer of the County of Hampden. It is also ordered that the County Treasurer of the County of Hampden pay to the Commonwealth of Massachusetts the sum of One Hundred and Thirty-seven Dollars and Fifty Cents (\$137.50) on the Sanatorium account.

Charles W. Bray)
Thos. J. Costello) County
Edward J. Stapleton) Commissioners
of the County
of Hampden.

Order to Arrest

May 29, 1940

Order to arrest Albert A. Ryan of Springfield, holder of a release on parole.

Order to Arrest

Order to arrest Michael J. O'Connor of Holyoke, holder of a release on parole.

April Meeting 1940

June 3, 1940

Vote appointing John G. Maxfield to act as County Commissioner in place of Commissioner Charles W. Bray, - disqualified on account of residence.

John G. Maxfield to
act as Comm. in
place of Comm. Bray

June 5, 1940

Ordered that the amounts charged County of Hampden by Comm. of Mass., State Sanatorium at Westfield under contract, be charged to the cities and towns in hospital district in the total am't of \$11,188.50 - to be paid to County Treasurer on or before June 30, 1940, also ORDERED that County Treas. pay to the Comm. of Mass., \$11,188.50 plus \$7,459. on the Sanatorium acct.

Westfield Sanatorium
Account

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting June 5, 1940.

ORDERED: that the amount charged the County of Hampden by the Commonwealth of Massachusetts, State Sanatorium at Westfield, Massachusetts, under contract under the provisions of the General Laws, Chapter 111, Section 85 as amended by the Acts of 1936, Chapter 145, be charged to the Cities and Towns in the Hospital District in the following amounts:

Agawam	\$172.50
Chicopee	3,844.50
East Longmeadow	414.00
Holyoke	2,569.50
Longmeadow	64.50
Ludlow	1,186.50
Monson	54.00
Palmer	435.00
Southwick	276.00
Westfield	1,191.00
West Springfield	631.50
Wilbraham	349.50
	<u>\$11,188.50</u>

Said amounts to be paid to the County Treasury of the County of Hampden on or before June 30, 1940. IT IS ALSO ORDERED that the County Treasurer of the County of Hampden pay to the Commonwealth of Massachusetts the above sum of Eleven Thousand One Hundred and Eighty-eight Dollars and Fifty Cents (\$11,188.50) plus the sum of Seven Thousand Four Hundred and Fifty-nine Dollars (\$7,459.00) on the Sanatorium account.

Charles W. Bray)
Thos. J. Costello) County Commissioners
Edward J. Stapleton) of the County
of Hampden

June 5, 1940

Ordered, County Treasurer authorized and directed to pay to the Treasurer of the Commonwealth of Massachusetts the sum of \$748.21 in accordance with the provisions of Section 50 of Chapter 35 of the G.L. inserted by Chapter 400 of the Acts of 1930, which is for expenses of County Personnel Board for the year 1939.

Expenses of
County Personnel
Board - 1939

Order, that Richard Chapin be released from Hampden County Training School on June 21, 1941, on parole.

Released From
Training School
on parole.

April Meeting 1940

Street Numbers
Assigned

June 7, 1940

Numbers assigned on Front Street, Indian Orchard District, extending from Main Street to Water St. Order passed by Board of Aldermen and approved by Mayor on May 7, 1940.

Street Numbers
Assigned

Numbers assigned on Worcester Street, Indian Orchard District, extending from Front Street to Lyons Street. Order passed by Board of Aldermen and approved by Mayor on May 7, 1940.

Order to Transfer

June 12, 1940

Order to Transfer

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss.

Springfield, June 12, 1940

Whereas in the judgment of the County Commissioners the interests of the County of Hampden demand an expenditure in excess of the amount authorized by law for payment of accounts of previous years in said County, said County Commissioners hereby authorize the County Treasurer to transfer from the account for Reserve Fund the sum of Six Hundred Five dollars and Forty-Three cents (\$605.43) in addition to the amount authorized by law for the purpose aforesaid.

The reason for such transfer is that the appropriation for the purpose aforesaid is exhausted.

C. Wesley Hale \$318.75

Timothy J. Sullivan 286.68

Approved June 13, 1940

Charles W. Bray

Theodore N. Waddell
Director of Accounts

Thos. J. Costello

Edward J. Stapleton

} County

} Commissioners

Vote to Amend
Order Passed
on June 5, 1940.

June 12, 1940

Vote to amend order passed on June 5, 1940 relative to the parole of Richard Chapin from the Hampden County Training School (Date of parole changed from June 21st to June 10th, 1940).

John G. Maxfield to
act as Comm. in place
of Comm. Bray.

June 13, 1940

Vote appointing John G. Maxfield to act as County Commissioner in place of Commissioner Charles W. Bray, - disqualified on acct. of residence.

Order to Pay
C. Wesley Hale
Money

June 19, 1940

Ordered, County Treasurer authorized and directed to pay \$318.75 to C. Wesley Hale, Registrar of Deeds. He was paid at the rate of \$5400. per year and should have been paid at the rate of \$5700. per year, from Dec. 7, 1938 to Jan. 1, 1940.

Order to Pay
Timothy J. Sullivan
Money

Ordered, County Treasurer authorized and directed to pay \$286.68 to Timothy J. Sullivan for services as Registrar of Deeds rendered during the period he served as Registrar. He was paid at the rate of \$5400. per year and should have been paid at the rate of \$5700. per year.

Voted to Award
Contract

Voted to award contract for The Installation of a Steam Boiler at the Hampden County Jail, to GEO. H. McCLEAN COMPANY, INC., of Springfield for the sum of \$3,645.00.

Five bids were received and opened, as follows:

Geo. H. McClean Company, Inc.,	\$3,645.00
Fred C. McClean Heating Supplies, Inc.	3,720.00
J. J. Cotter Company	3,830.00
T. J. Conway Co.	3,988.00
Holyoke Supply Company	4,272.00

April Meeting 1940

June 19, 1940

Ordered, County Treasurer authorized and directed to pay \$696.68 to the City of Chicopee on acct. of County's proportion of cost of work done on Granby Road. Case No. 73 - 1939.

Orders

Ordered, County Treasurer authorized and directed to pay \$194.55 to the Town of Palmer on acct. of County's proportion of cost of work done on Thorndike, East Main, North Main & Bridge Sts., and Forest Lake, Ludlow, Bondsville & Belchertown Roads. Case No. 75 - 1939.

Damages Done
By DogsLand Damages

Sundry Accounts being presented, are allowed, and the same amounting to the sum of

Sundry Accounts

June 19, 1940

Hampden, ss:

Judgment is entered up according to reports etc., and all matters not acted upon are ordered to be continued and this meeting adjourned without day.

Attest:-

CLERK.

The Commonwealth of Massachusetts

Hampden, ss:

At a meeting of the County Commissioners begun and holden at Springfield, within and for said County of Hampden, on the fourth Tuesday of June, being the twenty-fifth day of said month, and from time to time to the twenty-fifth day of September, in the year of our Lord One Thousand Nine Hundred and Forty.

Present:

Charles W. Bray, Esquire, Chairman	} County Commissioners
Thomas J. Costello, Esquire	
Edward J. Stapleton, Esquire	

Palmer, Selectmen of the Town of, Petrs. for alteration in crossing (Bondsville Road crosses tracks of Boston & Albany Railroad, Ware River Branch, at grade) which does not involve the abolition of a crossing at grade, etc.

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Plan, Book 11,
Page 47.

The Commonwealth of Massachusetts

Hampden, s s

To the Honorable County Commissioners of the County of Hampden:

Respectfully represents the Board of Selectmen of the town of Palmer that a public way in said town known as Bondsville Road, crosses the tracks of the Boston & Albany Railroad, Ware River Branch, by a crossing at grade; that said Board of Selectmen deems it necessary for the security and convenience of the public that an alteration which does not involve the abolition of a crossing at grade, should be made in said crossing, the approaches thereto, or the location of said railroad or way.

Wherefore, said Board of Selectmen prays that this Honorable Board after public notice will hear all parties interested and if they decide that such an alteration is necessary will prescribe the manner and limits within which it shall be made.

Dated at Palmer this 20 day of December 1939

George B. Cheney
William F. Griswold
Charles J. Fountain

Selectmen
of
Town of Palmer

G.L. (Ter.Ed.)
159, Sec. 59, as
amended by Chapter
326, Acts of 1933.

The foregoing petition was entered on the 29th day of December 1939, as of December 27, 1939, and due proceedings having been had thereon, on the 8th day of July 1940, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting July 3, 1940

In the matter of the petition of the Selectmen of the Town of Palmer for alteration in crossing (Bondsville Road crosses tracks of Boston & Albany Railroad, Ware River Branch, at grade) which does not involve the abolition of a crossing at grade, etc., due notice having been given to all parties interested as ordered by the Commissioners, a hearing was given in the matter of the foregoing petition at the Boston and Albany Railroad grade crossing, Ware River Branch, on the

Bondsville Road in Palmer on the twenty-third day of May, 1940, and a view taken of the premises described in said petition. There were present the following:

Charles W. Bray, Chairman of the Board of County Commissioners
Thomas J. Costello, County Commissioner
Edward J. Stapleton, " "
George H. Fernald, Jr., Counsel for the Boston & Albany Railroad
A. C. Patton, State Engineer from the Worcester Office
George B. Cheney, Chairman of the Board of Selectmen of Palmer
Charles J. Fountain, Selectman

After due hearing it appearing that it is necessary for the security and convenience of the public that an alteration should be made in said crossing, which does not involve the abolition of a crossing at grade, the approaches thereto, the location of said railroad or way, as set forth in said petition, thereupon, it is ORDERED, ADJUDGED AND DECREED that the manner and limits within which said alteration shall be made are as follows:

1. All work shall be done substantially in accordance with a plan entitled: "The Commonwealth of Massachusetts Plan and Profile Showing Proposed Grade Crossing in the Town of Palmer Hampden County on Bondsville Rd. - Sta. 36+70 at the Boston and Albany Railroad Ware River Branch Scales as Noted Nov. 1939 Department of Public Works 100 Nashua St., - Boston, Mass. R. W. Coburn Chief Engineer", said plan being filed in the office of the Clerk of Courts, Court House, Springfield,- Hampden County Registry of Deeds, Springfield,- Town Clerk of Palmer, - Boston and Albany Railroad, Boston, and Department of Public Works, Division of Highways, Worcester Office.
2. The center line of construction of the proposed highway alteration shall be as follows: beginning at a point opposite station 34+50 of the elsewhere described base line and distant 6.48 feet northeasterly thereof; thence by a straight line to a point opposite station 36+10 and distant 3.89 feet southwesterly thereof; and thence by a curve to the right of radius 1000 feet to a point on the base line at station 38+00.
3. The grade of the proposed highway alteration shall be as follows: beginning at elevation 324.60 at station 34+50; thence by a concave vertical curve to elevation 322.84 at station 36+00; thence by an ascending grade of 0.80 per cent to elevation 323.80 at station 37+20; and thence by a convex vertical curve to elevation 323.74 at station 38+00.
4. A bituminous concrete surface about one hundred and twenty (120) feet in length shall be constructed between the rails.
5. The approaches to the crossing between about station 34+50 and station 38+00 shall be constructed of bituminous macadam twenty-four (24) feet in width.
6. The line and grade of the railroad shall remain unchanged as at present.

7. Suitable drainage structures and fences shall be constructed substantially as shown on the plan above mentioned.

The layout is located on the Bondsville Road, so called, at the grade crossing of the Boston and Albany Railroad, and consists of widening and re-establishing the existing country location on said road within the right of way of said railroad and adjoining the westerly side thereof. Said layout is more fully described as follows:

The base line of location of the section of highway hereby laid out is part of that of a survey made by the Engineers of the Massachusetts Department of Public Works in June, 1935, and begins at a point about 300 feet northerly of the junction of said Bondsville Road with the Three Rivers Road and with Mt. Dumpling Road, said point being shown on plan as station 33+60.89, and extending thence north $5^{\circ} 46' 55''$ west 385.07 feet; thence by a curve to the right of 650.00 feet radius 198.78 feet to a point at the end of the layout shown on plan as station 39+44.74.

The westerly line of location of the section of highway hereby laid out begins at a point on the easterly location line of the aforesaid railroad right of way, bearing south $84^{\circ} 13' 05''$ west and 21.74 feet distant from the point of beginning of the above-described base line shown on plan as station 33+60.89, and extends thence, crossing said right of way and following the westerly location line of the existing county layout, as hereby established, north $4^{\circ} 46' 27''$ west 152.39 feet to a point bearing south $84^{\circ} 13' 05''$ west and 19.06 feet distant from station 35+13.25 of the aforesaid base line; thence north $12^{\circ} 43' 23''$ west 239.46 feet to a point bearing north $89^{\circ} 50' 06''$ west and 48.26 feet distant from station 37+45.96; thence north $6^{\circ} 43' 10''$ east 188.06 feet to a point at the end of the layout, bearing south $73^{\circ} 29' 17''$ west and 38.12 feet distant from the point of ending of the above-described base line shown on plan as station 39+44.74.

The easterly line of location of the section of highway hereby laid out begins at a point on the easterly location line of the aforesaid railroad right of way, bearing south $83^{\circ} 44' 37''$ east and 57.86 feet distant from station 37+28.10 of the above-described base line, and extends thence, leaving said right of way line, north $83^{\circ} 44' 37''$ west 31.69 feet to a point bearing south $83^{\circ} 44' 37''$ east and 26.17 feet distant from said station 37+28.10; thence north $12^{\circ} 43' 23''$ west 58.75 feet to a point bearing north $87^{\circ} 23' 25''$ east and 17.53 feet distant from station 37+81.95; thence north $3^{\circ} 07' 42''$ east 142.56 feet to a point at the end of the layout on the easterly location line of the existing county layout, said point bearing south $33^{\circ} 27' 50''$ east and being 22.43 feet distant from the point of ending of the above-described base line shown on plan as station 39+44.74.

That portion of the easterly line of location of the aforesaid railroad right of way extending between the points of beginning of the above-described westerly and easterly location lines is described as follows:

Beginning at the point of beginning of the aforesaid westerly location

line and extending thence northerly by a curve to the left of 2906.18 feet radius 163.04 feet to a point bearing north 84° 13' 05" east and 15.82 feet distant from station 35+19.53 of the above-described base line; thence north 5° 55' 51" east 190.08 feet to a point bearing south 73° 21' 20" east and 58.86 feet distant from station 37+28.10; thence by a curve to the right of 1868.83 feet radius 10.61 feet to the point of beginning of the easterly location as hereinbefore described.

To make the alterations hereby prescribed it is necessary to take an easement in certain parcels of land, which easements are hereby taken by the County of Hampden, by virtue of the power and authority vested in said County by Section 60, Chapter 159 of the General Laws, Ter. Ed., as amended by Section 2, Chapter 326 of the Acts of 1933, and of any and every other power and authority in any wise enabling; the easement hereby taken in the parcel of land hereinafter referred to as E-1 being taken for highway purposes, and the easement hereby taken in the parcel of land hereinafter referred to as S-1 being taken for sloping purposes, subject to any use thereof which does not interfere with the maintenance of Bondsville Road at the widths and grades hereby prescribed, subject to the right of the Railroad Company to use for railroad purposes under its location: said parcels being bounded and described as follows:

Parcel No. E-1. A parcel of land owned by the Boston and Albany Railroad Company comprising a portion of the right of way of said railroad and located on the easterly side of the Bondsville Road, so called, between stations 35+62₊ and 39+28₊ of the base line of the 1940 County Layout, being bounded as follows: westerly by the easterly location line of the existing County Layout on the Bondsville Road 364.63 feet; easterly and northerly by the easterly location line of the 1940 County Layout on said road 201.31 feet and 31.69 feet, respectively; and again easterly by the easterly location line of the aforesaid railroad right of way 156.55 feet; containing about 5850 square feet.

Parcel No. S-1. A parcel of land owned by the Boston and Albany Railroad Company comprising a portion of the right of way of said railroad and located on the westerly side of the Bondsville Road, so called, between station 33+82 and station 35+35 of the base line of the 1940 County Layout. Said parcel is bounded by the westerly location line of said layout and by the line connecting the following points: opposite station 33+82 and on said location line; opposite station 34+16 and 13 feet from said location line; and opposite station 35+35 and on said location line.

No land damages of any kind shall be paid by the County of Hampden.

Charles W. Bray)
Thos. J. Costello	) County
Edward J. Stapleton	) Commissioners
	) of the County
	) of Hampden

June Meeting 1940

Palmer, Selectmen of the Town of, Petrs. for relocation, alterations and specific repairs on Palmer-Bondsville Rd the work to begin at a point 2700' from the State Highway at Shearer's Corner and extend in a northerly direction about 2700', and for aid.

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Plans in Book 11
Pages 48, 49 & 50.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY represent the undersigned, Selectmen of the Town of Palmer in said County, that common convenience and necessity require that the highway leading from Palmer to Bondsville and known as Palmer-Bondsville Road be relocated, that alterations be made in its course and width, and that said road be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at a point 2700' from the State highway at Shearer's Corner and extending in a northerly direction about 2700'.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may make such re-location and alterations and may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this 27th day of December 1939

George B. Cheney

William F. Griswold

Charles J. Fountain

Selectmen of the Town of Palmer

The foregoing petition was entered on the 29th day of December 1939, as of December 27, 1939, and due proceedings having been had thereon, on the 18th day of July 1940, said Commissioners file the following Relocation Report, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting July 18, 1940

On the petition of the Selectmen of the Town of Palmer for relocation, alterations and specific repairs on Palmer-Bondsville Road, the work to begin at a point 2700' from the State Highway at Shearer's Corner and extending in a northerly direction about 2700', and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said County Commissioners did, on the twenty-third day of May, A. D. 1940, view said highway and hear all parties interested, and did adjudge that common convenience and necessity required that said highway should be relocated, altered and specific repairs made thereon. And at the time of said view, no person interested having objected, after adjudicating as aforesaid, said Commissioners now relocate, alter and order specific repairs made in the manner following:

The layout/relocation is located on the Bondsville Road, so called, and consists of two sections which are more fully described as follows:

Section No. 1

This begins at the northerly end of the layout made by the Hampden County Commissioners in 1938, said end of layout being about 0.4 of a mile northerly of Main Street and extends thence northerly about 1/4 of a mile to the easterly location line of the Right of Way of the Boston and Albany Railroad (Ware River Branch.)

Section No. 2

This begins about 900 feet northerly of the junction of Bondsville Road with Three Rivers Road and with Mt. Dumpling Road, so called, and extends thence northerly about 0.3 of a mile to a point about 1/4 of a mile southerly of the southerly end of the layout made by the Hampden County Commissioners in 1935.

The base line for the entire layout is that of a survey made by the engineers of the Massachusetts Department of Public Works in June, 1935, and begins at a point marking the northerly end of the base line of the aforesaid 1938 County layout, said point being shown on plan as station 21+50 and extends thence north $7^{\circ} 51' 30''$ west 757.08 feet, thence by a curve to the left of 1000.00 feet radius 103.41 feet, thence north $13^{\circ} 47' 00''$ west 115.18 feet, thence by a curve to the right of 1000.00 feet radius 139.65 feet; thence north $5^{\circ} 46' 55''$ west 480.64 feet; thence by a curve to the right of 650.00 feet radius 198.78 feet; thence north $11^{\circ} 44' 25''$ east 343.16 feet, thence by a curve to the left of 1050.00 feet radius 520.53 feet, thence north $16^{\circ} 39' 50''$ west 741.57 feet to a point at the end of the layout shown on plan as station 55+50.00.

The westerly location line of Section No. 1 begins at a point marking the northerly end of the westerly location line of the aforesaid 1938 County layout, said point bearing south $82^{\circ} 08' 30''$ west and being 24.75 feet distant from the point of beginning of the above-described base line shown on plan as station 21+50 and extends thence north $7^{\circ} 51' 30''$ west 807.55 feet to a point bearing south $79^{\circ} 10' 45''$ west and 23.45 feet distant from station 29+58.79, thence north $13^{\circ} 47' 00''$ west 236.89 feet to a point bearing south $80^{\circ} 11' 36''$ west and 27.22 feet distant from station 31+95.08, thence north $4^{\circ} 46' 27''$ west 167.69 feet to a point at the end of the section on the easterly location line of the Right of Way of the Boston and Albany Railroad as aforesaid, said point bearing south $84^{\circ} 13' 05''$ west and being 21.74 feet distant from station 33+60.89 of the above-described base line.

The easterly location line of section No. 1 begins at a point marking the northerly end of the easterly location line of the aforesaid 1938 County layout, said point bearing north $82^{\circ} 08' 30''$ east and being 24.75 feet distant from the point of beginning of the above-described base line shown on plan as station 21+50, and extends thence north $7^{\circ} 51' 30''$ west 928.84 feet to a point bearing north $62^{\circ} 28' 00''$ east and 38.10 feet distant from station 30+66.50, thence north $62^{\circ} 28' 00''$ east 41.00 feet to a point bearing north $62^{\circ} 28' 00''$ east and 79.10 feet distant from said station 30+66.50, thence north $9^{\circ} 21' 26''$ west 459.13 feet to a point bearing north $84^{\circ} 13' 05''$ east and 62.81 feet distant from station 35+55.08, thence northerly by a curve to the right (not tangent to the line back) of 1835.83 feet radius 156.31 feet to a point on the easterly location line of the Right of Way of the Boston and Albany Railroad, as aforesaid, said point bearing south $83^{\circ} 44' 37''$ east and being 90.86 feet distant from station 37+28.10 of

the above-described base line, thence following said railroad right of way line north $83^{\circ} 44' 37''$ west 33.00 feet to a point at the end of the section bearing south $83^{\circ} 44' 37''$ east and 57.86 feet distant from the aforesaid station 37+28.10.

The westerly location line of Section No. 2 begins at a point bearing south $73^{\circ} 29' 17''$ west and 38.12 feet distant from station 39+44.74 of the above-described base line, and extends thence north $11^{\circ} 34' 50''$ east 293.93 feet to a point bearing north $79^{\circ} 55' 14''$ west and 34.41 feet distant from station 42+21.62, thence north $8^{\circ} 34' 42''$ east 181.68 feet to a point bearing north $84^{\circ} 30' 35''$ west and 37.96 feet distant from station 44+06.41, thence north $2^{\circ} 24' 09''$ east 169.07 feet to a point bearing south $89^{\circ} 16' 01''$ west and 32.36 feet distant from station 45+79.58, thence north $3^{\circ} 52' 06''$ west 133.26 feet to a point bearing south $79^{\circ} 54' 17''$ west and 22.66 feet distant from station 47+17.51, thence north $16^{\circ} 19' 21''$ west 829.92 feet to a point at the end of the section and layout bearing south $73^{\circ} 40' 39''$ west and 21.50 feet distant from the point of ending of the above-described base line shown on plan as station 55+50.00.

The easterly location line of Section No. 2 begins at a point bearing south $33^{\circ} 27' 50''$ east and 22.43 feet distant from station 39+44.74 of the above-described base line and extends thence north $11^{\circ} 34' 50''$ east 293.12 feet to a point bearing south $79^{\circ} 55' 14''$ east and 15.11 feet distant from station 42+21.62, thence north $8^{\circ} 34' 42''$ east 185.64 to a point bearing south $84^{\circ} 30' 35''$ east and 11.61 feet distant from station 44+06.41, thence north $2^{\circ} 24' 09''$ east 174.45 feet to a point bearing north $89^{\circ} 16' 01''$ east and 17.21 feet distant from station 45+79.58, thence north $3^{\circ} 52' 06''$ west 141.37 feet to a point bearing north $79^{\circ} 54' 17''$ east and 27.13 feet distant from station 47+17.51, thence north $16^{\circ} 19' 21''$ west 835.33 feet to a point at the end of the section and layout, bearing north $73^{\circ} 40' 39''$ east and 28.00 feet distant from the point of ending of the above-described base line shown on plan as station 55+50.00.

AND the following described parcels of land are taken in fee for purposes of said highway by right of eminent domain under Chapter 79 of the General Laws and all acts in amendment thereof and in addition thereto. All land taken is located in the Town of Palmer in said County.

Parcel No. 1. A parcel of land supposed to be owned by the Town of Palmer, located on the easterly side of the Bondsville Road, so called, between station 29+59+ and station 30+22+ of the base line of the 1940 County layout, bounded as follows: easterly by remaining land of said Town of Palmer about 65 feet, westerly by the Bondsville Road about 63 feet and northerly by Mount Dumpling Road about 6 feet; containing about 195 square feet.

Parcel No. 2. A parcel of land supposed to be owned by D. V. Fogarty, located on the easterly side of the Bondsville Road, so called, between station 30+73+ and station 37+15+ of the base line of the 1940 County layout, bounded as follows: easterly by remaining land of said

Fogarty 615.44 feet; southerly by Mount Dumpling Road about 54 feet; westerly by the Bondsville Road and by the Right of Way of the Boston and Albany Railroad (Ware River Branch), a total distance of about 644 feet; and northerly by said Railroad Right of Way 33.00 feet; containing about 28,010 square feet.

The layout or relocation and the land takings above described are indicated on plans prepared by the Department of Public Works, Division of Highways on file in the Hampden County Registry of Deeds, Clerk of Courts' Office and Office of the Town Clerk of Palmer, and marked as follows:

The Commonwealth of Massachusetts - PLAN OF ROAD - in the Town of - P A L M E R - Hampden County - Laid out by the COUNTY COMMISSIONERS - Scale: 1 inch = 40 feet.

AND the owners of the land over which said highway is thus laid out are allowed until the 1st day of October next, to remove therefrom their buildings, wood, timber or trees. The Commissioners having heard the proprietors of said lands, by themselves, or their agents, so far as they have expressed the desire to be heard on the subject of damages, by them sustained by reason of laying out or relocating said highway, have estimated the same as follows, to wit:

TO:-

Town of Palmer	\$1.00
D. V. Fogarty	1.00

Payment to be made to the several parties damaged to the amount that may be found to be their due, by the Town of Palmer, when entry is actually made upon the premises for highway purposes.

The work to be done is as follows: Constructing a section of highway in the Town of Palmer beginning at about Station 26+00 on Bondsville Road, about 400 feet south of the junction with Three Rivers and Mt. Dumpling Roads, and extending thence in a general northerly direction for a distance of about 2700 feet to about Station 53+00.

The aforesaid work shall be done as directed by the Engineer and in accordance with the specifications of the Department of Public Works applicable thereto. The agreement of the Department of Public Works-Division of Highways, is on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Palmer a sum not to exceed FOUR THOUSAND TWO HUNDRED FIFTY DOLLARS (\$4,250.00) towards the repairing of this road.

All land, grade, drainage and other legal damages shall be paid by the Town of Palmer.

Charles W. Bray)
Thos. J. Costello	) County
Edward J. Stapleton	) Commissioners
	) of the County
	) of Hampden

COUNTY COMMISSIONERS' MEETING

Hampden, ss:

July 18, 1940

The foregoing report is filed and accepted, and thereupon it is

ordered that the same be recorded; that the said road may be known as a public highway forever.

Attest: Charles M. Calhoun, Clerk.

Holland, Selectmen of the Town of, Petrs. for specific repairs on Mashapaug Road, Pond Bridge Road, Brimfield Road and East Brimfield Road, and for aid.

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TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN

RESPECTFULLY REPRESENT THE UNDERSIGNED, Selectmen of the Town of Holland in said County, that common convenience and necessity require that the following highways be specifically repaired by resurfacing, grading or hardening and otherwise repaired as may be necessary: Mashapaug Road leading from Holland to Union, Conn., the work to begin at Holland Center and extend in a southerly direction for a distance of 13,300 feet more or less;

Pond Bridge Road leading from Brimfield Rd. to E. Brimfield Rd. the work to begin at Brimfield Road and extend in an easterly direction for a distance of 3175 feet more or less;

Brimfield Road leading from Brimfield Town Line to Holland Center the work to begin at Brimfield Line and extend in a southerly direction for a distance of 11,000 feet more or less;

East Brimfield Road leading from Pond Bridge Road to Brimfield Line the work to begin at Pond Bridge Road and extend in an easterly direction for a distance of 2650 feet more or less;

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this Eleventh day of March 1940

Arthur R. Phenner

M. Henry Sichel

L. E. Howlett

SELECTMEN OF THE TOWN OF HOLLAND

The foregoing petition was entered on the 15th day of March 1940, and due proceedings having been had thereon, on the 28th day of August 1940, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting August 28, 1940

On the petition of the Selectmen of the Town of Holland for specific repairs on Mashapaug Road, Pond Bridge Road, Brimfield Road and East Brimfield Road, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twenty-third day of May, A. D. 1940, view

said highways and hear all parties interested and did adjudge that specific repairs should be made. At the time of said hearing no person interested having objected after adjudicating as aforesaid, said Commissioners order specific repairs made on Brimfield Road 10,450 feet, Mashapaug Road 15,625 feet, Pond Bridge Road 2,650 feet and East Brimfield Road 2,650 feet; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Holland a sum not to exceed ONE THOUSAND DOLLARS (\$1,000.) towards the repairing of these roads.

All damages sustained by any person by reason of said repairs on these roads shall be paid by the Town of Holland.

Charles W. Bray)
Thos. J. Costello	)County
Edward J. Stapleton	)Commissioners
	)of the County
	)of Hampden

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN.

Respectfully represent the undersigned, Selectmen of the Town of East Longmeadow, in said County, that common convenience and necessity require that specific repairs be made to the following highways located in the said town as follows:

Shaker Road from Center of Town, South about 2000 feet, 18 feet in width.

Parker Street about 1500 feet, South from Hampden Road 20 feet in width.

Parker Street about 1200 feet, North from Hampden Road 20 feet in width.

Prospect Street about 3500 feet, North from Connecticut State Line 20 feet in width.

Prospect Street about 2600 feet, South from Chestnut Street 20 feet in width.

Hampden Road about 300 feet, South from Chestnut Street 22 feet in width.

Wherefore, your Petitioners pray that your Honorable Board after notice, view and hearing may determine and specify such specific repairs and order them to be made, and that the County of Hampden shall contribute to the expense of said repairs, together with an appropriation from the State and Town.

Dated this twenty-third day of March 1940.

Sanford P. Nooney

George T. Smith

Leo D. Glynn

Selectmen of the Town of
East Longmeadow

East Longmeadow, Selectman of the Town of, Petrs. for specific repairs on Shaker Rd, Parker Street (2 sections), Prospect St. (2 sections), and Hampden Road, and for aid.

The foregoing petition was entered on the 25th day of March 1940, and due proceedings having been had thereon, on the 14th day of August 1940, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting August 14, 1940

On the petition of the Selectmen of the Town of East Longmeadow for specific repairs on Shaker Road, Parker Street (2 sections), Prospect Street (2 sections), and Hampden Road, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twenty-third day of May, A. D. 1940, view said highways and hear all parties interested and did adjudge that specific repairs should be made. At the time of said hearing no person interested having objected after adjudicating as aforesaid, said Commissioners order specific repairs made on the following highways:

Shaker Road from station 0+0 to station 20+0 - 2000 feet,	Direction
Parker Street " " 50+0 " " 144+50- 9450 feet,	southerly
Prospect Street" " 0+0 " " 97+50- 9750 feet,	southerly
Hampden Road " 149+60 " " 152+60- 300 feet,	northerly
	So. Easterly

these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of East Longmeadow a sum not to exceed SEVEN HUNDRED DOLLARS (\$700.) towards the repairing of these roads.

All damages sustained by any person by reason of said repairs on these roads shall be paid by the Town of East Longmeadow.

Charles W. Bray)
Thos. J. Costello) County
Edward J. Stapleton) Commissioners
of the County
of Hampden

Hampden, Selectmen of the Town of, Petrs. for specific repairs on Wilbraham Road, Springfield Road, Main St., and Scantic Road, and for aid.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT the undersigned, Selectmen of the Town of Hampden in said County, that common convenience and necessity require that the following highways be specifically repaired by resurfacing, grading or hardening and otherwise repaired as may be necessary:

WILBRAHAM ROAD leading from Hampden to Wilbraham
the work to begin at Wilbraham Town Line
and extend in a southerly direction
for a distance of 3700 feet more or less;

SPRINGFIELD ROAD leading from Hampden to Springfield
the work to begin at end of TRC road
and extend in a northwesterly direction
for a distance of 3100 feet more or less;

MAIN STREET leading from Hampden center to Somers Road
the work to begin at "Turtle Back rock
and extend in an easterly direction
for a distance of 3200 feet more or less;

SCANTIC ROAD leading from Hampden to Stafford
the work to begin at junction of North Monson and Scantic Roads
and extend in an easterly direction
for a distance of 2640 feet more or less;

WHEREFORE your petitioners pray that your Honorable Board after
notice, view and hearing, may determine and specify such specific
repairs and order them to be made, and that said County contribute to
the expense of said repairs together with an appropriation from the
State and Town.

Dated this 18th day of May 1940.

Neil S. Kibbe

William Burns

Selectmen of the Town of Hampden

The foregoing petition was entered on the 20th day of May 1940, and
due proceedings having been had thereon, on the 21st day of August
1940, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting August 21, 1940

On the petition of the Selectmen of the Town of Hampden for
specific repairs on Wilbraham Road, Springfield Road, Main Street,
and Scantic Road, and for aid.

It appearing that all persons and corporations interested
therein had been duly notified of the time and place of meeting, the
said Commissioners did on the fourteenth day of August, A. D. 1940,
view said highways and hear all parties interested and did adjudge
that specific repairs should be made. At the time of said hearing no
person interested having objected after adjudicating as aforesaid,
said Commissioners order specific repairs made on Wilbraham Road 3,700
feet, Springfield Road 3,100 feet, Main Street 3,200 feet, and Scantic
Road 2,640 feet; these repairs to be made according to specifications
set forth in agreement of the Department of Public Works-Division of
Highways, on file with this case.

These repairs to be made and completed to the satisfaction
of the County Commissioners and the County of Hampden shall pay to the
Town of Hampden a sum not to exceed FIVE HUNDRED DOLLARS (\$500.) towards
the repairing of these roads.

All damages sustained by any person by reason of said repairs
on these roads shall be paid by the Town of Hampden.

Charles W. Bray)
Thos. J. Costello) County
Edward J. Stapleton) Commissioners
of the County
of Hampden

June Meeting 1940

West Springfield, Selectmen of the Town of, Petrs. for specific repairs on River St., Union Street and Westfield Street, and for aid.

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TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT the undersigned, Selectmen of the Town of West Springfield in said County, that common convenience and necessity require that the following highways be specifically repaired by resurfacing, grading or hardening and otherwise repaired as may be necessary:

River Street leading from Park Street to Memorial Avenue
the work to begin at Park Street
and extend in a southerly direction
for a distance of 3200' feet more or less;

Union Street leading from Park Avenue to Boston and Albany underpass
the work to begin at Park Avenue
and extend in a southerly direction
for a distance of 4600 feet more or less;

Westfield Street leading from Elm Street to the WestSpringfield-
Westfield line
the work to begin at Church Street
and extend in a westerly direction
for a distance of 3000 feet more or less;

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this Sixteenth day of May 1940

James R. Dearden

Henry S. Johnston

Frank T. Raleigh

SELECTMEN OF THE TOWN OF WEST SPRINGFIELD

The foregoing petition was entered on the 21st day of May 1940, and due proceedings having been had thereon, on the 21st day of August 1940, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting August 21, 1940

On the petition of the Selectmen of the Town of West Springfield for specific repairs on River Street, Union Street and Westfield Street, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the sixteenth day of August, A. D. 1940, view said highways and hear all parties interested and did adjudge that specific repairs should be made. At the time of said hearing no person interested having objected after adjudicating as aforesaid, said Commissioners order specific repairs made on River Street from station 0+0 to station 42+59, a distance of 4,259 feet; on Westfield Street from station 140+81 to station 176+04, a distance of 3,423 feet; on

John F. Hennessy of Springfield acted as County Commissioner in the above matter in place of Commissioner Thomas J. Costello who was absent from the Commonwealth.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT the undersigned, Mayor of the City of Westfield, duly authorized by vote of the City Council, annexed hereto, that common convenience and necessity require that the following highways: (1) Feeding Hills Road from Sherman's Mill Bridge to the Agawam line, section of Route #187; (2) Granville Road from Loomis Street through Mundale to the West Parish Filters of the Springfield Waterworks; (3) Montgomery Road from Pine Street to the Montgomery Town line, be specifically repaired and otherwise improved as may be necessary.

NOW, THEREFORE, your petitioners pray that your Honorable Board after notice, view and hearing, may order such repairs or improvements, and that said County contribute to the expense of same together with an appropriation from the State and City.

Dated this twenty-second day of May, 1940.

Alice D. Burke
Mayor of the City of Westfield.

CITY OF WESTFIELD, MASSACHUSETTS

(Seal)

May 23, 1940

To Whom It May Concern:

I, Harold Whittemore, City Clerk of the City of Westfield, hereby certify that the following vote was passed at a special meeting of the City Council, City of Westfield, held May 20, 1940. and was approved by the Mayor, May 21, 1940:

VOTED: That the Mayor be and hereby is authorized to petition the State and County on behalf of the City for financial aid for repairs or to otherwise improve, as may be necessary, the following roads: Feeding Hills Road from Sherman's Mill Bridge to the Agawam line, section of Route #187; Granville Road from Loomis Street through Mundale to the West Parish Filters of the Springfield Waterworks; Montgomery

Westfield, Mayor of the City of, Petr. for specific repairs on Feeding Hills Road, Granville Road and Montgomery Road, and for aid.

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Road from Pine Street to the Montgomery Town line, and to sign on behalf of the City a contract with the State covering any construction work connected with same.

Attest

Harold Whittemore

HW:EO

(Seal) City Clerk

The foregoing petition was filed on the 23rd day of May 1940, and due proceedings having been had thereon, on the 21st day of August 1940, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting August 21, 1940

On the petition of the Mayor of the City of Westfield for specific repairs on Feeding Hills Road, Granville Road and Montgomery Road, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the sixteenth day of August, A. D. 1940, view said highways and hear all parties interested and did adjudge that specific repairs should be made. At the time of said hearing no person interested having objected after adjudicating as aforesaid, said Commissioners order specific repairs made on Feeding Hills Road from station 0+0 to station 55+06, a distance of 5,506 feet; on Old Granville Road from station 2+87 to station 87+87, a distance of 8,500 feet; on Montgomery Road from station 54+59 to station 0+0 to station 199+66, a distance of 25,425 feet; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the City of Westfield a sum not to exceed ONE THOUSAND DOLLARS towards the repairing of these roads.

All damages sustained by any person by reason of said repairs on these roads shall be paid by the City of Westfield.

Charles W. Bray)
Edward J. Stapleton) County
John F. Hennessy) Commissioners
of the County
of Hampden

John F. Hennessy of Springfield acted as County Commissioner in the above matter in place of Commissioner Thomas J. Costello who was absent from the Commonwealth.

Monson, Board of Road Commissioners of the Town of, Petrs. for specific repairs on Wales Road, State Avenue and Main Street, and for aid.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT the undersigned, Board of Road Commissioners of MONSON in said County, that common convenience and necessity require that the following highways be specifically repaired by resurfacing, grading or hardening and otherwise repaired as may be necessary:

Wales Road leading from Wales-T.L. to End of Chap. 90
the work to begin at Wales T. L.
and extend in a westerly direction
for a distance of 10,200 feet more or less;

State Avenue leading from Palmer-T.L. to End of Chap. 90
the work to begin at Palmer-T.L.
and extend in a southerly direction
for a distance of 3000 feet more or less;

Main Street leading from Palmer to Monson
the work to begin at End of State Highway
and extend in a southerly direction
for a distance of 3000 feet more or less;

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this 28th day of May 1940.

George W. Meacham

Alfred W. Borgeson

Board of Road Commissioners of the town of MONSON

The foregoing petition was entered on the 29th day of May 1940, and due proceedings having been had thereon, on the 4th day of September 1940, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting September 4, 1940

On the petition of the Board of Road Commissioners of the Town of Monson for specific repairs on Wales Road, State Avenue and Main Street, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twentieth day of August, A. D. 1940, view said highways and hear all parties interested and did adjudge that specific repairs should be made. At the time of said hearing no person interested having objected after adjudicating as aforesaid, said Commissioners order specific repairs made on Wales Road from station 0+0 to station 102+0, 10,200 feet, and on State Avenue from station 5+07 to station 42+0, 3,693 feet, a total distance of 13,893 feet; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Monson a sum not to exceed SEVEN HUNDRED FIFTY DOLLARS (\$750.00) towards the repairing of this road.

All damages sustained by any person by reason of said repairs on this road shall be paid by the Town of Monson.

Charles W. Bray)
Thos. J. Costello) County
Edward J. Stapleton) Commissioners
of the County
of Hampden

Chester, Selectmen of the Town of, Petrs. for specific repairs on Middlefield Road, Chester Hill Road, and East River Road, and for aid.

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TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT the undersigned, Selectmen of the Town of CHESTER in said County, that common convenience and necessity require that the following highways be specifically repaired by resurfacing, grading or hardening and otherwise repaired as may be necessary:

Middlefield Road leading from Chester to Middlefield
the work to begin at station 68 + 00
and extend in a northerly direction
for a distance of 8700 feet more or less;

Chester Hill Road leading from Huntington to Middlefield
the work to begin at station 301 + 00
and extend in a northwesterly direction
for a distance of 6800 feet more or less;

East River Road leading from Huntington to West Worthington
the work to begin at station 79 + 00
and extend in a northwesterly direction
for a distance of 4700 feet more or less;

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this 20th day of May 1940

Thomas Rose

Leon J. Kelso

Thomas E. Tracey

Selectmen of the Town of Chester.

The foregoing petition was entered on the 29th day of May 1940, and due proceedings having been had thereon, on the 21st day of August 1940, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting August 21, 1940

On the petition of the Selectmen of the Town of Chester for specific repairs on Middlefield Road, Chester Hill Road and East River Road, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the sixteenth day of August, A. D. 1940, view said highways and hear all parties interested and did adjudge that

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting September 18, 1940

On the petition of the Selectmen of the Town of Chester for the construction of a new bridge over Walker Brook connecting Hampden Street with Jacob's Ladder Highway in Chester, to replace the bridge washed out in 1938 flood known as the Hampden Street Bridge, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the sixteenth day of August, A. D. 1940, view said bridge and hear all parties interested and did adjudge that a new bridge should be constructed. At the time of said hearing no person interested having objected after adjudicating as aforesaid, said Commissioners order the construction of a steel stringer bridge with concrete deck and approaches on Hampden Street over Walker Brook, in the Town of Chester - the work to be done in accordance with and as specified in a contract between the Town of Chester, by its Board of Selectmen, and Warner Bros. and Goodwin, Inc., of Sunderland, Massachusetts, executed under date of June 7, 1940, on file in the office of the Department of Public Works, and in accordance with specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case. A copy of the contract is also filed with this case.

The construction of said bridge shall be completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Chester a sum not to exceed TWO THOUSAND DOLLARS (\$2,000.) towards the construction of this bridge.

All damages sustained by any person by reason of said construction of said bridge shall be paid by the Town of Chester.

Charles W. Bray)
Edward J. Stapleton) County
John F. Hennessy) Commissioners
of the County
of Hampden

John F. Hennessy of Springfield acted as County Commissioner in the above matter in place of Commissioner Thomas J. Costello who was absent from the Commonwealth.

Russell, Selectmen of the Town of, Petrs. for specific repairs on the Blandford Stage Road beginning at the old Westfield Road and extending in a westerly direction towards the Blandford town line for a distance of 3500 feet more or less, and for aid.

May 24th, 1940

TO THE COUNTY COMMISSIONERS OF THE
COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT the undersigned, Selectmen of the Town of Russell in said County, that common convenience and necessity require that the highway leading from the Old Westfield Road to the Blandford town line and known as the Blandford Stage Road be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at the Old Westfield Road and extend in a westerly direction towards the Blandford town line for a distance of 3500 feet more or less.

WHEREFOR your petitioners pray that your Honorable Board after notice, view and hearing, may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this 24th day of May, 1940

A. H. Moltenbrey

S. J. Bates

G. C. Brown

Board of Selectmen

The foregoing petition was entered on the 31st day of May 1940, and due proceedings having been had thereon, on the 28th day of August 1940, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting August 28, 1940

On the petition of the Selectmen of the Town of Russell for specific repairs on the Blandford Stage Road beginning at the old Westfield Road and extend in a westerly direction towards the Blandford town line for a distance of 3500 feet more or less, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the sixteenth day of August, A. D. 1940, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said hearing no person interested having objected after adjudicating as aforesaid, said Commissioners order specific repairs made on Blandford Road, 7,900 feet, and on General Knox Road, 5,500 feet; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Russell a sum not to exceed FIVE HUNDRED DOLLARS (\$500.00) towards the repairing of these highways.

All damages sustained by any person by reason of said repairs on these roads shall be paid by the Town of Russell.

Charles W. Bray)
Edward J. Stapleton	) County
John F. Hennessy	) Commissioners
	) of the County
	) of Hampden

John F. Hennessy of Springfield acted as County Commissioner in the above matter in place of Commissioner Thomas J. Costello who was absent from the Commonwealth.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT the undersigned, Selectmen of the Town of Longmeadow in said County, that common convenience and necessity require that the highway leading from Springfield, Mass. to Enfield, Conn. and known as Longmeadow Street, be specifically repaired by

Longmeadow, Selectmen of the Town of, Petrs. for specific repairs on Longmeadow Street and for aid.

resurfacing and otherwise repaired as may be necessary, the work to begin at the Springfield - Longmeadow line and extend in a southerly direction for a distance of 17,200 feet more or less.

WHEREFOR your petitioners pray that your Honorable Board after notice, view and hearing, may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this 20th day of May 1940

Edwin S. Munson

Clarence White

Harry I. Steele

SELECTMEN OF THE TOWN OF LONGMEADOW

The foregoing petition was entered on the 1st day of June 1940, and due proceedings having been had thereon, on the 28th day of August 1940, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting August 28, 1940

On the petition of the Selectmen of the Town of Longmeadow for specific repairs on Longmeadow Street and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twenty-first day of August, A. D. 1940, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said hearing no person interested having objected after adjudicating as aforesaid, said Commissioners order specific repairs made on Longmeadow Street from station 0+0 to station 171+92, these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Longmeadow a sum not to exceed ONE THOUSAND DOLLARS (\$1,000.) towards the repairing of this road.

All damages sustained by any person by reason of said repairs on this road shall be paid by the Town of Longmeadow.

Charles W. Bray)
Thos. J. Costello) County
Edward J. Stapleton) Commissioners
of the County
of Hampden

Tolland, Selectmen of the Town of, Petrs. for specific repairs on West Granville Rd. and New Boston Road, and for aid.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN

RESPECTFULLY REPRESENT the undersigned, Selectmen of the Town of Tolland in said County, that common convenience and necessity require that the highway leading from Tolland to West Granville and known as the West Granville Road be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at sta. no. 74&40 and extend in a westerly direction for a distance of

5000 ft; That the highway leading from Tolland to New Boston and known as the New Boston Road be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at sta. no. 124+40 to sta. no. 158 a distance of 3360 ft. and sta. no. 233 to 249+50 a distance of 1650 ft.

WHEREFOR your petitioners pray that your Honorable Board after notice, view and hearing, may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this 29th day of May 1940.

Lyman C. Clark

Kenneth F. Hale

SELECTMEN OF TOLLAND

The foregoing petition was entered on the 4th day of June 1940, and due proceedings having been had thereon, on the 21st day of August 1940, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting August 21, 1940

On the petition of the Selectmen of the Town of Tolland for specific repairs on West Granville Road and New Boston Road, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the sixteenth day of August, A. D. 1940, view said highways and hear all parties interested and did adjudge that specific repairs should be made. At the time of said hearing no person interested having objected after adjudicating as aforesaid, said Commissioners order specific repairs made on New Boston Road from station 124+40 to station 158+0 and from station 233+0 to station 249+50, a total distance of 5,010 feet; and West Granville Road from station 90+40 to station 124+40, a distance of 3,400 feet; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Tolland a sum not to exceed FIVE HUNDRED DOLLARS (\$500.00) towards the repairing of these roads.

All damages sustained by any person by reason of said repairs on these roads shall be paid by the Town of Tolland.

Charles W. Bray)
John F. Hennessy) County
Edward J. Stapleton) Commissioners
of the County
of Hampden

John F. Hennessy of Springfield acted as County Commissioner in the above matter in place of Commissioner Thomas J. Costello who was absent from the Commonwealth.

Wales, Selectmen of the Town of, Petrs. for specific repairs on Monson Road beginning at Monson Line and extending easterly for a distance of 3 miles more or less and for aid.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN

RESPECTFULLY REPRESENT the undersigned, Selectmen of the Town of Wales in said County, that common convenience and necessity require that the highway leading from Wales to Monson and known as Monson Road be specifically repaired as may be necessary, the work to begin at Monson line and extend in an Easterly direction for a distance of 3 miles more or less.

WHEREFOR your petitioners pray your Honorable Board after notice, view and hearing, may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this 31 day of May 1940.

William T. Bowden

Russell G. Shaw

SELECTMEN OF THE TOWN OF WALES

The foregoing petition was entered on the 4th day of June 1940, and due proceedings having been had thereon, on the 28th day of August 1940, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting August 28, 1940

On the petition of the Selectmen of the Town of Wales for specific repairs on Monson Road beginning at Monson Line and extending for a distance of 3 miles more or less and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twentieth day of August, A. D. 1940, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said hearing no person interested having objected after adjudicating as aforesaid, said Commissioners order specific repairs made on Monson Road from station 0+00 to station 157+00, 15,700 feet; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Wales a sum not to exceed FOUR HUNDRED DOLLARS (\$400.00) towards the repairing of this road.

All damages sustained by any person by reason of said repairs on this road shall be paid by the Town of Wales.

Charles W. Bray)
Thos. J. Costello)County
Edward J. Stapleton)Commissioners
of the County
of Hampden

June Meeting 1940

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

Respectfully represent the undersigned, Mayor and Board of Aldermen of the City of Chicopee, in said County, that common convenience and necessity require that the highway leading from Chicopee to South Hadley and known as NORTH CHICOPEE STREET be specifically repaired as may be necessary, the work to begin at Station 0+00 on Chicopee-South Hadley town line and extend in a southerly direction one thousand six hundred (1600) feet more or less to James Street to Station 16+00.

WHEREFORE your petitioner pray that your Honorable Board after notice, view and hearing may make such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the state and city.

Dated this 4th day of June 1940.

Leo P. Senecal	Mayor
Edward Bourbeau	Supt. of Streets.
Thomas F. Robinson	City Engineer

BOARD OF ALDERMEN.

Walter J. Trybulski	William J. Asselin
Thomas A. Laramee	George H. Miller
Chester W. Wojtowicz	Joseph Lafleur
Thomas W. Chlosta	Walter F. Szetela
William H. Cannon, Jr.	Joseph Wisniowski
Frank L. Biernacki	Thomas Moran
Leandre Gagne	Nazaire J. Forcier
Frank H. York	Ernest Laflamme
Ernest Cote	

The foregoing petition was entered on the 5th day of June 1940, and due proceedings having been had thereon, on the 4th day of September 1940, said Commissioners file the following Final Decree; and on the 10th day of December 1941, said Commissioners file the following Amended Substitute Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting September 4, 1940

On the petition of the Mayor and Board of Aldermen of the City of Chicopee for specific repairs on North Chicopee Street, beginning at station 0+00 on Chicopee-South Hadley line and extend southerly 1600 feet more or less to James Street to station 16+00, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twenty-first day of August, A. D. 1940, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said hearing no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made: to grade, surface with bituminous macadam and otherwise improve about 1,615 feet of road in Chicopee, leading from South Hadley Falls to Fairview, and being known as North Chicopee Street; the work to begin at the South Hadley line, station 0, and extend in a southerly direction to station 16+15; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

Chicopee, Mayor and Board of Aldermen of the City of, Petrs. for specific repairs on North Chicopee Street, beginning at station 0+00 on Chicopee-South Hadley line and extend southerly 1600 ft more or less to James Street to station 16+00, and for aid.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the City of Chicopee a sum not to exceed FOUR THOUSAND DOLLARS (\$4,000.) towards the repairing of this road.

All damages sustained by any person by reason of said repairs on this road shall be paid by the City of Chicopee.

Edward J. Stapleton)
Thos. J. Costello) County
John G. Maxfield) Commissioners
) of the County
) of Hampden

John G. Maxfield of East Longmeadow acted as County Commissioner in the above matter in place of Commissioner Charles W. Bray who was disqualified on account of residence.

AMENDED SUBSTITUTE DECREE

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting December 10, 1941

In the matter of the petition of the Mayor and Board of Aldermen of the City of Chicopee (1940-Case No. 41) for specific repairs on North Chicopee Street, wherein this Board on September 4, 1940 decreed specific repairs to about 1615 feet of road in Chicopee beginning at the South Hadley line and extending in a southerly direction, it appearing that the funds allocated therein were insufficient to pay for the work authorized, it is voted to amend the said decree as follows by substituting in place thereof the following decree:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting

On the petition of the Mayor and Board of Aldermen of the City of Chicopee for specific repairs on North Chicopee Street, beginning at station 0+00 on Chicopee-South Hadley line and extend southerly 1600 feet more or less to James Street to station 16+00, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twenty-first day of August, A. D. 1940, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said hearing no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made: to grade, surface with Bituminous macadam and otherwise improve about 1,648 feet of road in Chicopee, leading from South Hadley Falls to Fairview, and being known as North Chicopee Street; the work to begin at the South Hadley line, station 0, and extend in a southerly direction to station 16+50; these repairs to be made according to specifications set forth in agreements of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the City of Chicopee a sum not to exceed FIVE THOUSAND TWO HUNDRED

NINETY-THREE DOLLARS (\$5,293.00) towards the repairing of this road.

All damages sustained by any person by reason of said repairs on this road shall be paid by the City of Chicopee.

Thos. J. Costello)
Edward J. Stapleton) County
John G. Maxfield) Commissioners
) of the County
) of Hampden

John G. Maxfield of East Longmeadow acted as County Commissioner in the above matter in place of Commissioner Charles W. Bray who was disqualified on account of residence.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT the undersigned, Selectmen of the Town of BRIMFIELD in said County, that common convenience and necessity require that the following highways be specifically repaired by resurfacing, grading or hardening and otherwise repaired as may be necessary:

Holland Road leading from Brimfield to Holland
the work to begin at Holland Town Line
and extend in a northerly direction
for a distance of 10,000 feet more or less;

Warren Road leading from Brimfield to Warren
the work to begin at Warren Town Line
and extend in a Southerly direction
for a distance of 15,000 feet more or less;

Brookfield Road leading from Brimfield to Brookfield
the work to begin at Warren Town Line
and extend to a Southerly direction
for a distance of 13,000 feet more or less;

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this 3rd day of June 1940

James Blair

Roe S. Clark

Selectmen of the Town of Brimfield

The foregoing petition was entered on the 6th day of June 1940, and due proceedings having been had thereon, on the 4th day of September 1940, said commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting September 4, 1940

On the petition of the Selectmen of the Town of Brimfield for specific repairs on Holland Road, Warren Road and Brookfield Road, and for aid.

Brimfield, Selectmen of the Town of, Petrs. for specific repairs on Holland Road, Warren Road and Brookfield Road, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twentieth day of August, A. D. 1940, view said highways and hear all parties interested and did adjudge that specific repairs should be made. At the time of said hearing no person interested having objected after adjudicating as aforesaid, said Commissioners order specific repairs made on Holland Road from station 0+00 to station 24+00 and from station 25+64 to station 116+00, a distance of 11,436 feet; on Warren Road from station 0+00 to station 160+82, a distance of 16,082 feet; on Brookfield Road from station 0+00 to station 128+00, a distance of 12,800 feet; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Brimfield a sum not to exceed SEVEN HUNDRED FIFTY DOLLARS (\$750.00) towards the repairing of these roads.

All damages sustained by any person by reason of said repairs on these roads shall be paid by the Town of Brimfield.

Charles W. Bray)
Thos. J. Costello) County
Edward J. Stapleton) Commissioners
of the County
of Hampden

Southwick, Selectmen of the Town of, Petrs. for specific repairs on Springfield Road beginning at Agawam Town Line and extending to the Granville Town Line, ALSO to relocate a section 500 ft. long from the Agawam Town Line westerly and for aid.

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Plan, Book 11, Page 54

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY represent the undersigned, Selectmen of the Town of Southwick in said County, that common convenience and necessity require that the highway leading from Agawam to Southwick and known as the Springfield Road be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at the Agawam Town Line and extend to the Granville Town Line, also to relocate a section 500 ft. long from the Agawam Town Line westerly.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may make such re-location and alterations and may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this sixteenth day of May, 1940.

Henry D. Altobello
Theodore M. Kellogg
A. F. Johnson

Selectmen of the Town of Southwick

The foregoing petition was entered on the 13th day of June 1940, and due proceedings having been had thereon, on the 25th day of September 1940, said Commissioners file the following Relocation Report and Specific Repairs, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting September 25, 1940

On the petition of the Selectmen of the Town of Southwick for specific repairs on Springfield Road beginning at Agawam Town Line and extending to the Granville Town Line, also to relocate a section 500 ft. long from the Agawam Town Line westerly, and for aid.

The said Springfield Road is also known and described as Southwick Road and Feeding Hills Road and is hereinafter referred to as such.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said County Commissioners did, on the sixteenth day of August, A. D. 1940, view said highway and hear all parties interested, and did adjudge that common convenience and necessity require that said highway should be relocated in part, and specific repairs made thereon. And at the time of said view, no person interested having objected, after adjudicating as aforesaid, said Commissioners now relocate and order specific repairs made in the manner following:

Beginning at an iron pipe at Station 185+33.13 in the Southerly line of the 1917 location of the Southwick Road as recorded in the office of the Clerk of Courts of Hampden County in Book of Plans 6 Page 90-

Thence S. 54° 58' 55" E., by said Southerly line, to Station 187+60.95 as shown on the 1917 layout, recorded as above-

Thence by said Southerly line, by a curved course to the right, Radius 341.21 feet, to Station 189 56.36 of the 1917 layout-

Thence S. 24° 58' 55" E., by the Southerly line of the 1917 layout, to Station 191+84.18-

And thence Northwesterly, by a curved line of 1193.43 feet Radius, partly by land of Nelson G. King and partly by land of Mitchell H. Creeger, an Arc distance of 624.88 feet to the point of beginning. Containing 8210 square feet of land.

AND the following described parcels of land are taken in fee for purposes of said highway by right of eminent domain under Chapter 79 of the General Laws and all acts in amendment thereof and in addition thereto. All land taken is located in the Town of Southwick in said County.

Description of a parcel of land on the Southerly side of the Southwick Road, owned by Mitchell H. Creeger, required by a proposed taking for highway purposes: Beginning at an iron pipe at Station 185+33 in the Southerly line of the 1917 location of the Southwick Road as recorded in the office of the Clerk of Courtsof Hampden County in Book of Plans 6 Page 90- Thence Easterly by said Southerly line of location to a point in the division line between land of Mitchell H. Creeger and land of Nelson G. King- Thence Southerly, by said division line to a point in the proposed Southerly line of taking for highway purposes as shown on a plan dated July 1940, Steele Bros., Engineers, Scale 1" equals 40'- Thence Northwesterly by said Southerly line of proposed taking and by

a curved line of 1193.43 feet Radius, an Arc distance of 624.88 feet to the point of beginning. Containing 5480 square feet of land.

Description of a parcel of land on the Southerly side of the Southwick Road, owned by Nelson G. King, required by a proposed taking for highway purposes: Beginning at a point in the Southerly line of the 1917 location of the Southwick Road as recorded in the office of the Clerk of Courts for Hampden County in Book of Plans 6 Page 90 and at the division line between land of Nelson G. King and land of Mitchell H. Creeger- Thence Southeasterly, by the Southerly line of the Southwick Road as above recorded, to Station 191+84.18 as shown on said plan- Thence Northwesterly, by the Southerly line of a proposed taking for highway purposes as shown on a plan dated July 1940, Scale 1" equals 40', drawn by Steele Bros., Engineers, and by a curved line of 1193.43 feet Radius, an Arc distance of 257.00 feet to a point in the above mentioned division line- And thence Northerly, by said division line, to the point of beginning. Containing 2730 square feet of land.

The relocation and the land takings above described are indicated on plan prepared by Steele Bros. Engineers on file in the Hampden County Registry of Deeds, and Clerk of Courts' Office, and marked as follows:

S O U T H W I C K R O A D

SOUTHWICK MASS

PROPOSED TAKING BY

THE COUNTY COMMISSIONERS

STEELE BROS. ENG'RS.

Scale: 1 in. = 40 ft.

JULY 1940

AND the owners of the land over which said highway is thus laid out are allowed until the 25th day of November next, to remove therefrom their buildings, wood, timber or trees. The Commissioners having heard the proprietors of said lands, by themselves, or their agents, so far as they have expressed the desire to be heard on the subject of damages, by them sustained by reason of relocating a section of said highway, have estimated the same as follows, to wit:

TO:

Mitchell H. Creeger. \$ 1.00

Nelson G. King 1.00

Specific repairs shall be made on the Feeding Hills Road, Route No. 57, leading from Southwick to Agawam beginning at station 30+0 and extending in an easterly direction to station 194+88, a distance of 16,488 feet; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Southwick a sum not to exceed ONE THOUSAND DOLLARS (\$1,000.) towards the repairing of this highway.

June Meeting 1940

All land, grade, drainage and other legal damages shall be paid by the Town of Southwick.

Charles W. Bray)
Thos. J. Costello) County
Edward J. Stapleton) Commissioners
of the County
of Hampden

COUNTY COMMISSIONERS' MEETING

Hampden, ss:

September 25, 1940

The foregoing report is filed and accepted, and thereupon it is ordered that the same be recorded; that the said road may be known as a public highway forever.

Attest: Charles M. Calhoun Clerk.

To the County Commissioners of the County of Hampden

Respectfully represent the undersigned, Selectmen of the Town of Granville in said County, that common convenience and necessity require that the Highway leading from Southwick to Tolland and known as the Main Road be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at the Tolland Line and extend in an easterly direction for a distance of 5 miles more or less.

Wherefor your petitioners pray that your Honorable Board, after notice, view and hearing, may determine and specify such specific repairs and order them to be made, and said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this 10th day of June 1940.

Stephen M. Roberts

Joseph Collier

David F. Kenney

Selectmen of the Town of
Granville

The foregoing petition was entered on the 13th day of June 1940, and due proceedings having been had thereon, on the 21st day of August 1940, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting August 21, 1940

On the petition of the Selectmen of the Town of Granville for specific repairs on the Main Road beginning at Tolland line and extending easterly for 5 miles more or less, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the sixteenth day of August, A. D. 1940, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said hearing no person interested having objected after adjudicating as aforesaid, said Commissioners order specific repairs made on the Main Road from station

Granville, Selectmen of the Town of, Petrs. for specific repairs on the Mainroad beginning at Tolland line and extending easterly for 5 miles more or less, and for aid.

0+0 to station 236+0 and from station 0+0 to station 73+78 and from station 23+0 to station 0+0 and from station 0+0 to station 130+66, a total distance of 46,344 feet; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Granville a sum not to exceed ONE THOUSAND DOLLARS (\$1,000.) towards the repairing of this road.

All damages sustained by any person by reason of said repairs on this road shall be paid by the Town of Granville.

Charles W. Bray)
Edward J. Stapleton) County
John F. Hennessy) Commissioners
of the County
of Hampden

John F. Hennessy of Springfield acted as County Commissioner in the above matter in place of Commissioner Thomas J. Costello who was absent from the Commonwealth.

Wilbraham, Selectmen of the Town of, Petrs. for specific repairs on Springfield Street beginning at Stony Hill Road and extending westerly for a distance of 700 feet more or less and for aid.

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TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT the undersigned, Selectmen of the Town of Wilbraham in said County, that common convenience and necessity require that the highway leading from Stony Hill Road to Springfield and known as Springfield Street be specifically repaired by grading, re-surfacing or hardening and otherwise repaired as may be necessary, the work to begin at Stony Hill Road and extend in a westerly direction for a distance of 700 feet more or less.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this 11th day of June, 1940

Wm. H. McGuire

Albert L. Martin

George E. Murphy, Jr.

Selectmen of the Town of Wilbraham

The foregoing petition was entered on the 20th day of June 1940, and due proceedings having been had thereon, on the 21st day of August 1940, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting August 21, 1940

On the petition of the Selectmen of the Town of Wilbraham for specific repairs on Springfield Street beginning at Stony Hill Road and extending westerly for a distance of 700 feet more or less and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the fourteenth day of August, A. D. 1940,

June Meeting 1940

view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said hearing no person interested having objected after adjudicating as aforesaid, said Commissioners order specific repairs made: to widen with bituminous macadam and otherwise improve about 800 feet of road in Wilbraham, leading to Springfield, and being known as Springfield Street; the work to begin at the junction of Stony Hill, station 64+00, and extend in a westerly direction to station 56+00; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Wilbraham a sum not to exceed SEVEN HUNDRED DOLLARS (\$700.) towards the repairing of this road.

All damages sustained by any person by reason of said repairs on this road shall be paid by the Town of Wilbraham.

Charles W. Bray)
Thos. J. Costello) County
Edward J. Stapleton) Commissioners
of the County
of Hampden

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT the undersigned, Selectmen of the Town of Ludlow, in said County, that common convenience and necessity require that the highway leading from Ludlow Bridge to the Belchertown-Ludlow Line and known as "Belchertown Road, Route #21", be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin about 500 ft. Northerly of the intersection of Chapin and North Streets and running Northeasterly to the Belchertown-Ludlow Line, a distance of about six and one-half miles.

WHEREFOR your petitioners pray that your Honorable Board after notice, view and hearing, may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

DATED this 24th day of June, 1940.

Aldie J. Latourneau Chairman,
Board of
Stanley F. Kartz Selectmen

The foregoing petition was entered on the 28th day of June 1940, and due proceedings having been had thereon, on the 21st day of August 1940, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting August 21, 1940

On the petition of the Selectmen of the Town of Ludlow for specific repairs on Belchertown Road, Route #21, beginning about 500 feet northerly of the intersection of Chapin and North Streets and

Ludlow, Selectmen of the Town of, Petrs for specific repairs on Belchertown Road, Route #21, beginning about 500 ft. north-erly of the inter-section of Chapin and North Sts and running northeast-erly to the Belcher-town-Ludlow Line, a distance of about six and one-half miles, and for aid.

running northeasterly to the Belchertown-Ludlow line, a distance of about six and one-half miles, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twentieth day of August, A. D. 1940, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said hearing no person interested having objected after adjudicating as aforesaid, said Commissioners order specific repairs made on Belchertown Road from station 7+50 to station 0+0, and from station 48+25 to station 106+0, and from station 228+50 to station 0+0; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Ludlow a sum not to exceed ONE THOUSAND DOLLARS (\$1,000.) towards the repairing of this road.

All damages sustained by any person by reason of said repairs on this road shall be paid by the Town of Ludlow.

Charles W. Bray)
Thos. J. Costello) County
Edward J. Stapleton) Commissioners
of the County
of Hampden.

Palmer, Board of Selectmen of the Town of, Petrs. for relocation and alterations on Depot Street running from Main Street in a westerly direction to the dividing line between the Towns of Belchertown and Palmer at the middle of Swift River.

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Plan. Book 11, Page 53.

To the County Commissioners of the County of Hampden:

Respectfully represent the undersigned, Board of Selectmen of the Town of Palmer, that there is a public way in the Village of Bondsville, in said town, known as Depot Street, running from Main Street, in a westerly direction, to the dividing line between the Town of Belchertown and Palmer at the middle of the Swift River; that the boundaries of said way are ill-defined and uncertain and that said way is too narrow to accommodate reasonably travel thereover.

Wherefore your petitioners pray that after due notice had in the premises your Honorable Board will relocate said Depot Street for the purpose of establishing the boundary lines of said way and making such alterations in the course and width thereof as may be necessary to make it safe for public travel and as common convenience and necessity may require.

George B. Cheney
William F. Griswold
Charles J. Fountain
Board of Selectmen

July 1, 1940

The foregoing petition was entered on the 3rd day of July 1940, and due proceedings having been had thereon, on the 25th day of September 1940, said Commissioners file the following Relocation Report, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting September 25, 1940

On the petition of the Board of Selectmen of the Town of Palmer for relocation and alterations on Depot Street running from Main Street in a westerly direction to the dividing line between the Towns of Belchertown and Palmer at the middle of the Swift River.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said County Commissioners did, on the twentieth day of August, A. D. 1940, view said highway and hear all parties interested, and did adjudge that common convenience and necessity required that said highway should be relocated and altered. And at the time of said view, no person interested having objected, after adjudicating as aforesaid, said Commissioners now relocate and alter said highway in the manner following:

The layout is located on Depot Street, so called, and begins at its junction with Main Street, extending thence westerly about 200 feet to the dividing line between the towns of Belchertown and Palmer, at the middle of Swift River. Said layout is more fully described as follows:

The base line is that of a survey made by the engineers of the Massachusetts Department of Public Works in July, 1936, and begins at a point on Depot Street about opposite the westerly side of Main Street, said point being shown on plan as station 0+41.04, and extends thence north 80° 30' 30" west about 195 feet to the aforesaid Belchertown-Palmer line.

The southerly location line begins at a point on the southerly location line of the 1919 County layout on Depot Street, said point bearing south 9° 29' 30" west and being 18.10 feet distant from station 1+50.00 of the above-described base line, and extends thence, leaving said county location line south 9° 29' 30" west 29.90 feet to a point bearing south 9° 29' 30" west and 48.00 feet distant from said station 1+50.00 thence north 80° 30' 30" west about 69.5 feet to the aforesaid Belchertown-Palmer line.

The northerly location line begins at a point on the westerly side of Main Street, bearing north 22° 23' 20" east and 49.72 feet distant from the point of beginning of the above-described base line shown on plan as station 0+41.04, and extends and extends thence, leaving said side of Main Street, southerly to southwesterly and westerly by a curve ov 30.00 feet radius 39.96 feet to a point on the northerly location line of the aforesaid 1919 County layout on Depot Street, bearing north 25° 40' 18" west and 30.78 feet distant from said station 0+41.04, thence following said 1919 County location line north 81° 18' 06" west 105.25 feet to a point bearing north 9° 29' 30" east and 23.71 feet distant from station 1+64.00 of the aforesaid base line thence leaving said 1919 County location line and extending north 9° 29' 30" east 28.29 feet to a point bearing north 9° 29' 30" east and 52.00 feet distant from said station 1+64.00, thence north 80° 30' 30" west about 77 feet to the aforesaid Belchertown-Palmer line.

AND the following described parcels of land are taken in fee for purposes of said highway by right of eminent domain under Chapter 79 of the General Laws and all acts in amendment thereof and in addition thereto. All land taken is located in the Town of Palmer in said County.

Parcel No. 1. A parcel of land supposed to be owned by the Boston Duck Company, located on the northerly side of Depot Street, so called, between station 0+41.04 and station 0+59 $\frac{1}{2}$ of the base line of the 1940 County layout, bounded as follows: northwesterly by remaining land of said Duck Company 39.96 feet; easterly by Main Street 23.57 feet and southerly by 1919 County location on Depot Street 23.57 feet; containing about 108 square feet.

Parcel No. 2. A parcel of land supposed to be owned by the Boston Duck Company, located on the southerly side of Depot Street, so called, between station 1+50 $\frac{1}{2}$ and station 1+62 $\frac{1}{2}$ of the base line of the 1940 County layout, bounded as follows: easterly by remaining land of said Duck Company about 23 feet, southwesterly by Swift River about 25 feet and northerly by the 1919 County location on Depot Street about 12 feet; containing about 140 square feet.

Parcel No. 3. A parcel of land supposed to be owned by the Boston Duck Company, located on the northerly side of Depot Street, so called, between station 1+64 $\frac{1}{2}$ and station 1+91 $\frac{1}{2}$ of the base line of the 1940 County layout; bounded as follows: northerly and easterly by remaining land of said Duck Company for respective distances of about 20 feet and 28.29 feet, southerly by the 1919 County layout on Depot Street about 26 feet and westerly by Swift River about 29 feet; containing about 660 square feet.

The relocation and alterations and the land takings above described are indicated on plan prepared by the Department of Public Works, Division of Highways, on file in the Hampden County Registry of Deeds and Clerk of Courts' Office, and marked as follows:

The Commonwealth of Massachusetts

PLAN OF ROAD

in the town of

PALMER

HAMPDEN COUNTY

Laid out by the

COUNTY COMMISSIONERS

Scale: 1 inch = 40 feet.

AND the owners of the land over which said highway is thus laid out are allowed until the 25th day of November next to remove therefrom their buildings, wood, timber or trees. The Commissioners having heard the proprietors of said lands, by themselves, or their agents, so far as they have expressed the desire to be heard on the subject of damages, by them sustained by reason of relocating and altering said highway, have estimated the same as follows, to wit:

June Meeting 1940

TO:

Boston Duck Company. \$ 1.00
 Boston Duck Company. 1.00
 Boston Duck Company. 1.00

Payment to be made to the several parties damaged to the amount that may be found to be their due, by the Town of Palmer, when entry is actually made upon the premises for highway purposes.

Any work required to be done in the carrying out of said order, to be done and performed by the Town of Palmer, and the whole shall be done in a workmanlike manner, to the acceptance of said Commissioners.

All land, grade, drainage and other legal damages shall be paid by the Town of Palmer.

Charles W. Bray)
 Thos. J. Costello) County
 Edward J. Stapleton) Commissioners
 of the County
 of Hampden

Hampden, ss: County Commissioners' Meeting September 25, 1940

The foregoing report is filed and accepted, and thereupon it is ordered that the same be recorded; that the said road may be known as a public highway forever.

Attest: Charles M. Calhoun, Clerk.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

Respectfully represents the undersigned that common convenience and necessity no longer requires the maintenance and/or existence of the presently existing public ways within the boundaries of the Military Reservation of Westover Field, which is situated in the County of Hampden.

Wherefore, the undersigned prays that your Honorable Board legally close all public highways, roads, streets, alleys, etc. within the boundaries of said Military Reservation of Westover Field.

Dated this 17th day of July 1940.

THE UNITED STATES OF AMERICA
 (signed) M. A. McFadden
 M. A. McFadden
 Major, Q. M. C.
 Constructing Quartermaster.

The foregoing petition was entered on the 17th day of July 1940, and due proceedings having been had thereon, on the 28th day of August 1940, said Commissioners file the following Decree of Discontinuance, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting August 2, 1940

On the petition of THE UNITED STATES OF AMERICA acting by M. A. McFadden, Major, Q. M. C. Constructing Quartermaster, for discontinuance of all the presently existing public ways within the

The United States of America, M.A. McFadden, Major, Q.M.C. Constructing Quartermaster, Petr. for legally closing all public highways, roads, streets, alleys, etc., within the boundaries of Westover Field.

boundaries of the Military Reservation of Westover Field which is situated in the City of Chicopee and the Town of Ludlow; it appearing that all persons and corporations interested therein having been duly notified of the time and place of the meeting, and other notice thereof having been posted and published as required by law, the County Commissioners, on the second day of August, 1940, at 10 o'clock in the forenoon, having viewed said premises and having heard all parties interested, do adjudge that common convenience and necessity requires the discontinuance of all highways, roads, streets, alleys and all other ways located within the following described area:

BEGINNING at the point of intersection of the westerly line of Sheridan Street with the northerly line of the City of Chicopee which is also the northerly line of Hampden County and the southerly line of the Town of Granby, Hampshire County, from which point the bearing and approximate distance to a stone monument in said county line marking the southwest corner of said town of Granby is S. 82° 08' W., 1340 feet, more or less, and running thence:

- (1) In an easterly direction, along said town and county line, crossing said Sheridan Street and Robinson Road, and along the northerly line or through lands now or formerly of Frank and Stanislaw Kamiechi, Frederick L. Buckland, Philias Sansouci, and Cleophas Desroches, to a stone monument marking the northeast corner of the City of Chicopee; being also the northwest corner of the Town of Ludlow; thence,
- (2) In an easterly direction, along the northerly line of said Town of Ludlow, which is also said county line, and along the northerly line or through lands now or formerly of Cleophas Desroches, Willard A. McKinstry, Charles H. Goldthwaite, Charles Farr and Joseph and Ann Jesmiowski, to a point, which point is approximately 1300 feet westerly, as measured along said town and county line, from the center line of Fuller Road in the Town of Ludlow; thence,
- (3) In a southeasterly direction, on a straight line, through lands now or formerly of Joseph and Anna Jesniowski, Amada Gagnon and Fred P. and Amalie Karl, which line is along the southwesterly side of a farm road crossing said lands now or formerly of Amada Gagnon, to a point in the westerly line of West Street in said town of Ludlow; thence,
- (4) In a southerly direction, along said westerly line of West Street, which is also the easterly line of lands now or formerly of Fred P. and Amalie Karl, R. S. White, Helen White, and Lloyd White, to the southeast corner of said lands now or formerly of Lloyd White; thence,
- (5) In a southerly direction, on a straight line, through lands now or formerly of Josephine Miller, Howard White, and Peter and Frances Buczoki, to the northeast corner of lands now or formerly of Frank Yaworsky, Trustee for John Yaworsky; thence,
- (6) In a southerly direction, along the easterly line of said lands now or formerly of Frank Yaworsky, Trustee for John Yaworsky, to the southeast corner of said lands; thence,

- (7) In a southwesterly direction, on a straight line, through lands now or formerly of Anna and Rudolph Dostal, to the point of intersection of the northerly line of Brooks Street with the easterly line of Moody Road; thence,
- (8) In a general westerly direction, crossing said Moody Road and along said northerly line of Brooks Street, which is also a southerly line of watershed lands of the City of Chicopee, to a point in the easterly line of Prospect Street; thence,
- (9) In a general northwesterly direction approximately 1,000 feet, along the easterly and northeasterly lines of said Prospect Street, which is also a boundary line of said watershed lands of the City of Chicopee, to a point, which point is approximately 600 feet southeasterly, as measured along said street line from a point in the dividing line between the Town of Ludlow (on the East) and the City of Chicopee; thence,
- (10) In a westerly direction, approximately 5,620 feet, on a straight line, crossing said Prospect Street and said town line through watershed lands of the City of Chicopee, along the dividing line between said lands and lands now or formerly of Dorothy V. Silberman, and along the westerly prolongation of said dividing land through said watershed lands, to a point in the northwesterly boundary of said watershed lands, being also the southeasterly boundary of other lands now or formerly of Dorothy V. Silberman; thence,
- (11) In a general southwesterly direction, a total distance of approximately 10,375 feet, along said northwesterly boundary of said watershed lands, which is also the boundary of lands now or formerly of Dorothy V. Silberman, the Gran-Joy Club Associates, John L. Scott, Herman Harris, a semi-detached 16.7-acre parcel of said watershed lands, and Joseph Lerne, to a southeast corner of said lands of Joseph Lerne, thence,
- (12) In a general northwesterly direction, a total distance of approximately 4,875 feet, along the general northeasterly boundary of said watershed lands, which is also the boundary of lands now or formerly of said Joseph Lerne, Rose Trela, Anna Trela, Chester K. Hale, Peter Lichwala, and other lands of Chester K. Hale to a southeast corner of said lands of Hale; thence,
- (13) In a westerly direction, approximately 140 feet to a southwest corner of said lands now or formerly of Chester K. Hale, which is also the southeast corner of lands now or formerly of John Bardzik; thence,
- (14) In a northerly direction, along the dividing line between said lands now or formerly of Chester K. Hale and John Bardzik, to a point, which point is approximately 575 feet southerly, as measured along said dividing line, from the center line of Dexter Road; thence,
- (15) In a northwesterly direction, on a straight line, in part through said lands now or formerly of John Bardzik crossing said Dexter Road, and in part along the northeasterly line of said road to the point of intersection of the said northeasterly line of Dexter Road with the southeasterly line of Sheridan Street; thence,

- (16) In a northwesterly direction, crossing said Sheridan Street, through lands now or formerly of Martin Prucnal, Anna Deres, and Martha A. White, et al, and crossing Granby Road, to a point in the northwesterly line of said Granby Road, which point is approximately 70 feet northeasterly, as measured along said road line, from a point in the south line of said lands of White; thence,
- (17) In a northerly direction, on a straight line through lands now or formerly of said Martha A. White, et al, and of Ralph G. Brougham, crossing Pendleton Avenue, and along the west line of lands now or formerly of said Sgady and Katarzyna Wojciech, to the northwest corner of said lands of Sroka; thence,
- (18) In a northeasterly direction, on a straight line through lands now or formerly of Edward Frazier, Fred E. Wood, Eustache Barthelette, Home Owners' Loan Corporation, Bertha L. Guyotte, Rosia Peltier, et al, Stanley Chumra, et al, and others, and crossing Prospect Street and Blanchard Street, to the point of intersection of the westerly line of Old Lyman Road with the southerly line of Deane Street, thence,
- (19) In a northeasterly direction on a straight line, crossing said Old Lyman Road and New Ludlow Road and through lands now or formerly of Herbert R. Britton heirs, to the point of beginning. There is excepted from the above such right, title and interest as the Turner's Falls Power and Electric Company may have in and to a right of way, 150 feet in width, for electric transmission line crossing the northwesterly portion of the premises herein described. The tract of land as described contains an area of 4268.90 acres more or less; and includes within its boundaries the following:
- Dexter Street from West Boundary of area described above to Water Tank, Hale Prop., approximately 0.4 miles;
- Sheridan Street from South Boundary of area described above to Ludlow City Road, approximately 0.2 miles;
- Sheridan Street from Ludlow City Road to Granby Road, approximately 0.2 miles;
- An unnamed way from Sheridan Street and Granby Road to Ludlow City Road, approximately 0.2 miles;
- Pendleton Avenue from West Boundary of area described above to Granby Road, approximately 0.4 miles;
- Pendleton Avenue from Granby Road to Ludlow City Road, approximately 0.3 miles;
- Pendleton Avenue from Sheridan Street to South Boundary of area described above, approximately 0.8 miles;
- Granby Road from West Boundary of area described above to Sheridan Street, approximately 0.3 miles;
- Granby Road from Sheridan Street to North Boundary of area described above, approximately 2.4 miles;
- New Ludlow Road from West Boundary of area described above, to Robinson Road, approximately 1.3 miles;
- New Ludlow Road from Robinson Road to Ludlow-Chicopee Town Line, approximately 0.1 mile;

New Ludlow Road (Ludlow Township) from Ludlow-Chicopee Town Line to Ludlow City Road, also known as Tilley Street, approximately 0.3 miles; Robinson Road from Ludlow City Road to County Boundary, approximately 0.9 miles;

Moody Street from Robinson Road to Ludlow-Chicopee Town Line, approximately 0.3 miles;

Moody Street (Ludlow Township) from Ludlow-Chicopee Town Line to Tilley Street, approximately 0.2 miles;

Moody Street (Ludlow Township) from Tilley Street to Southeast Boundary of area described above, approximately 1.3 miles;

Prospect Street (Ludlow Township) from South Boundary of area described above to Ludlow-Chicopee Town Line, approximately 0.1 miles;

Prospect Street (Ludlow Township) from Ludlow-Chicopee Town Line to West Boundary of area described above, approximately 2.3 miles;

Blanchard Street from West Boundary of area described above to Point along road, approximately 0.6 miles;

Celia Street from Point along road at its junction with Granby Road, approximately 0.2 miles;

Lyman Road from Granby Road to West Boundary of area described above, approximately 0.8 miles;

Ludlow City Road, approximately 2.6 miles;

Tilley Street (Ludlow Township) from Ludlow-Chicopee Town Line to North Boundary of area described above, approximately 1.3 miles.

AND NOW said Commissioners order and decree that all highways, roads, streets, alleys and all other ways located within the above described area be, and the same are, hereby discontinued.

No damages having been claimed, none are awarded.

All damages sustained by reason of the discontinuance of said highways, roads, streets, alleys and all other ways, shall be paid by the petitioner.

Thos. J. Costello)
Edward J. Stapleton	) County
John G. Maxfield	) Commissioners
	) of the County
	) of Hampden

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT the undersigned, Selectmen of the Town of Longmeadow in said County, that common convenience and necessity require that the highway leading from Longmeadow, Mass. to East Longmeadow, Mass. and known as Williams Street, be specifically repaired by widening the present 20 foot bituminous macadam roadway, 5 feet on each side, beginning at Laurel Street and extending easterly about 1500 feet or as far as the available funds will permit.

WHEREFOR your petitioners pray that your Honorable Board after notice, view and hearing, may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Longmeadow, Selectmen of the Town of, Petrs. for specific repairs on Williams Street, beginning at Laurel Street and extending easterly about 1500 feet or as far as the available funds will permit.

Dated this 29th day of July 1940

Edwin S. Munson

Clarence White

Harry I. Steele

SELECTMEN OF THE TOWN OF LONGMEADOW

The foregoing petition was entered on the 30th day of July 1940, and due proceedings having been had thereon, on the 18th day of September 1940, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting September 18, 1940

On the petition of the Selectmen of the Town of Longmeadow for specific repairs on Williams Street, beginning at Laurel Street and extending easterly about 1500 feet or as far as the available funds will permit.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twenty-first day of August, A. D. 1940, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said hearing no person interested having objected after adjudicating as aforesaid, Said Commissioners order specific repairs made; to repair and otherwise improve about 1,021 feet of road in Longmeadow, leading to East Longmeadow, and being known as Williams Street; the work to begin at about station 23+79, and extend in an easterly direction to station 34+00; these repairs to be made accoring to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Longmeadow a sum not to exceed THREE HUNDRED SEVENTY-SEVEN DOLLARS AND TWENTY-FOUR CENTS (\$3,77.24) towards the repairing of this road.

All damages sustained by any person by reason of said repairs on this road shall be paid by the Town of Longmeadow.

Charles W. Bray)
Thos. J. Costello) County
Edward J. Stapleton) Commissioners
of the County
of Hampden

Agawam, Selectmen of the Town of, Petrs. for specific repairs on Suffield Street, the work to begin at the corner of Suffield and Adams Streets and extend in a southerly direction for a distance of 2000 feet more or less, and for aid.

July 26, 1940
To the County Commissioners of the County of Hampden:
Respectfully represent the undersigned, Selectmen of the Town Agawam in said County, that common convenience and necessity require that the highway leading from Adams St., South to South St. and known as Suffield Street be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at the corner of Suffield and Adams Streets and extend in a southerly direction for a distance of 2000 feet more or less.

June Meeting 1940

Wherefore your petitioners pray that your Honorable Board after notice, view and hearing, may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this 26th day of July, 1940.

Giles W. Halladay Selectmen
Herman A. Cordes of
Edward W. Talmadge Agawam

The foregoing petition was entered on the 31st day of July 1940, and due proceedings having been had thereon, on the 28th day of August 1940, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting August 28, 1940

On the petition of the Selectmen of the Town of Agawam for specific repairs on Suffield Street, the work to begin at the corner of Suffield and Adams Streets and extend in a southerly direction for a distance of 2000 feet more or less, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twenty-first day of August, A. D. 1940, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said hearing no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made: to grade, surface with bituminous macadam and otherwise improve about 1,500 feet of road in Agawam, leading to Suffield, and being known as Suffield Street; the work to begin at the end of the section of said road improved in 1939, station 156+00+, and extend in a southerly direction to station 171+00; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Agawam a sum not to exceed ONE THOUSAND DOLLARS (\$1,000.) towards the repairing of this road.

All damages sustained by any person by reason of said repairs on this road shall be paid by the Town of Agawam.

Charles W. Bray)
Thos. J. Costello) County
Edward J. Stapleton) Commissioners
) of the County
) of Hampden

June 25, 1940

Voted to accept the resignation of Francis M. Lohan as teacher at the Hampden County Training School.

Resignation of
Francis M. Lohan

June Meeting 1940

Voted to Employ
Maurice A. Donahue
as Teacher at
Training School

June 25, 1940

Voted to employ Maurice A. Donahue of Holyoke, as teacher at the Hampden County Training School, services to commence August 15, 1940 at a salary of \$100. per month and maintenance.

Voted to Adjust
Salaries

June 26, 1940

Voted to adjust salaries of County Employees, effective July 1, 1940.

Voted to Award
Contract

Voted to award contract for furnishing bituminous coal at the JAIL and TRAINING SCHOOL to PUNDERSON COAL COMPANY.

Voted to Award
Contract

Voted to award contract for furnishing buckwheat coal at the Training School to the CITY COAL CO. OF SPRINGFIELD, INC.

Voted to Award
Contract

Voted to award contract for furnishing stove and nut coal mixed at the Training School to "Tim" Sullivan--Fuels.

Released from Train-
ing School, on parole.

Joseph McCarthy released from Hampden County Training School on parole.

Order Establishing
Salary of
Harold S. Clark

Order establishing the salary of Harold S. Clark, Probation Officer for the Superior Court for Hampden and Berkshire Counties.

Order to Arrest

July 10, 1940

Order to arrest Austin F. Gilday, Jr., of Springfield, holder of a release on parole.

Rutland State
Sanatorium
Account

Ordered that the amounts charged County of Hampden by Comm. of Mass., State Sanatorium at RUTLAND, under contract, be charged to the cities and towns in hospital district in the amount of \$1,852.50 - to be paid to County Treasurer on or before July 31, 1940, also ORDERED that County Treasurer pay to the Comm. of Mass., \$1,852.50 plus \$1,235.00 a total of \$3,087.50 on the Sanatorium Acct.

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting July 10, 1940

ORDERED: That the amounts charged the County of Hampden by the Commonwealth of Massachusetts, State Sanatorium at Rutland, Massachusetts, under contract under the provisions of the General Laws, Chapter 111, Section 85 as amended by the Acts of 1936, Chapter 145, and by an agreement dated October 1, 1937 between the Commonwealth of Massachusetts, Department of Public Health, and the County Commissioners of Hampden County acting as Trustees for the Hampden County Tuberculosis Hospital District, as amended under date of October 6, 1939, be and the same is hereby charged to the Cities and Towns in the Hospital District in the following amounts:

Chicopee	\$273.00
Holyoke	624.00
Ludlow	273.00
Palmer	136.50
Westfield	273.00
West Springfield	136.50
Wilbraham	136.50
	<u>\$1,852.50</u>

June Meeting 1940

Said amounts to be paid to the County Treasurer of the County of Hampden on or before July 31, 1940. It is also ordered that the County Treasurer of the County of Hampden pay to the Commonwealth of Massachusetts the above sum of One Thousand Eight Hundred Fifty-two Dollars and Fifty Cents (\$1,852.50) plus the sum of One Thousand Two Hundred and Thirty-five Dollars (\$1,235.00), a total of Three Thousand and Eighty-seven Dollars and Fifty Cents (\$3,087.50) on the Sanatorium account.

Charles W. Bray)
Thos. J. Costello) County
Edward J. Stapleton) Commissioners
of the County
of Hampden

July 12, 1940

Re-Districting of Hampden County into Representative Districts, 1940. (Report in files of County Commissioners-1940)

Re-Districting
of Hampden County

July 17, 1940

Voted to amend order of the County Commissioners dated Sept. 22, 1939 (jail petition of Maurice R. Devine) so that the order will read that Maurice R. Devine be released from the House of Correction, on Probation, to be under the charge of Bernard T. J. Smyth, Prob. Officer, until July 18, 1940, etc.

Voted to Amend
Order dated
Sept. 22, 1939

Ordered County Treasurer authorized and directed to pay \$88.00 to the Town of Brimfield on acct. of County's proportion of cost of work done on Brookfield, Holland & Warren Roads. Case No. 49-1939

Orders

Ordered County Treasurer authorized and directed to pay sum of \$279.18 to the Town of Palmer on acct. of County's proportion of cost of work done on Thorndike, East Main, North Main & Bridge Sts., etc. Case No. 75 - 1939.

July 24, 1940

Order to arrest Harold Dupuis of Holyoke, holder of a release on parole.

Ordered, County Treasurer authorized and directed to pay \$118.14 to Town of Brimfield on acct. of County's proportion of cost of work done on Brookfield, Holland and Warren Roads. Case No. 49 - 1939.

Orders

Ordered that the sum of \$136.15 which is balance of County's proportion of cost of work done on Granby Road be paid from County Treasury to the City of Chicopee. Case No. 19 - 1940.

Ordered, County Treasurer authorized and directed to pay \$124.00 to the Town of Holland on acct. of County's proportion of cost of work done on Mashapaug, Brimfield and East Brimfield Roads. Case No. 31 - 1939.

Ordered, County Treasurer authorized and directed to pay sum of \$116.92 to the Town of Palmer on acct. of County's proportion of cost of work done on Thorndike, East Main, No. Main & Bridge Sts., & Forest Lake, Ludlow, Bondsville & Belchertown Roads. Case No. 75-1939.

June Meeting 1940

<u>Order</u>	July 24, 1940	Ordered, County Treasurer authorized and directed to pay the sum of \$274.61 to the Town of Palmer on account of County's proportion of cost of work done on Bondsville Road. Case No. 22 - 1940.
<u>John G. Maxfield to act in place of Com. Charles W. Bray</u>	July 31, 1940	Vote appointing John G. Maxfield to act as County Commissioner in place of Commissioner Charles W. Bray - disqualified on account of residence. Hearing on August 2, 1940.
<u>C. Wesley Hale - Salary -</u>		Ordered that the salary of C. Wesley Hale, Register of Deeds, be changed from \$5400.00 to \$5700.00 per year commencing January 1, 1940, in accordance with schedule of County Personnel Board.
<u>Order</u>		Ordered, County Treasurer be authorized and directed to pay \$339.73 to Town of Palmer on acct. of County's proportion of cost of work done on Bondsville Road. Case No. 22 - 1940.
<u>Voted to Award Notes</u>	August 7, 1940	Voted to award County of Hampden notes #697 to 710 inclusive, dated August 8, 1940, due November 7, 1940, aggregating \$250,000. to UNION TRUST CO. of Springfield at .087 percent discount.
<u>Appointment of John H. Hennessy in Place of Comm. Costello.</u>	August 14, 1940	Vote appointing John F. Hennessy to act as County Commissioner in place of Com. Thomas J. Costello, - because of his absence from the Commonwealth.
<u>Released From Hampden County Training School on parole</u>		Donald Belisle released from Hampden County Training School on parole on August 24, 1940.
<u>Released from Hampden County Training School, on parole.</u>	August 21, 1940	William Murphy released from Hampden County Training School on parole on Aug. 25, 1940.
<u>Charles W. Bray Elected to County Personnel Board</u>		Vote to elect Charles W. Bray as a member of the County Personnel Board from the Four Western Counties to serve a term of three years from September 1, 1940.
<u>Appointing John G. Maxfield, Comm. in place of Chas. W. Bray.</u>		Vote appointing John G. Maxfield to act as County Commissioner in place of Commissioner Charles W. Bray, disqualified on account of residence. Hearing on August 21, 1940.
<u>Appointing John G. Maxfield, Comm. in place of Edward J. Stapleton</u>		Vote appointing John G. Maxfield to act as County Commissioner in place of Commissioner Edward J. Stapleton, disqualified on account of residence. Hearing on August 21, 1940.
<u>Oath</u>		Oath, John G. Maxfield.
<u>Voted to Accept Bid</u>	August 28, 1940	Voted to accept bid of M. L. Schmitt, Electrical Contractor, to furnish all labor and materials required for repairs to electrical work in dairy barn and sheds at the Hampden County Training School, for the sum of \$233.00. The other bidders were: The Collins Electric Co. - \$240.00 Thomas F. Touhey, - \$321.00
<u>Released from Hampden County Training School, on parole.</u>		Jean Lewis Dion released from Hampden County Training School on parole.
<u>Order</u>		Ordered that the sum of \$2,000. be paid from County Treasury to Town of Agawam for work done on Suffolk Street. Case No. 59 in 1939 and No. 17 in 1940.

June Meeting 1940

August 28, 1940

Ordered that the sum of \$622.76 be paid from County Treasury to Town of Longmeadow for work done on Shaker Road, Hazardville Road, Maple Road and Converse St. Extension. Case Nos. 64, 65, 66 and 67 - 1939.

Orders

Ordered, County Treasury authorized and directed to pay \$604.13 to Town of Palmer on acct. of County's proportion of cost of work done on Bondsville Rd. Case No. 22 - 1940.

Order to arrest Valois J. Beauvais of Holyoke, holder of a release on parole.

Order to Arrest

Order to arrest Raymond Brennan of Springfield, holder of a release on parole.

Order to arrest William F. Keefe of Springfield, holder of a release on parole.

September 4, 1940

Ordered that the sum of \$122.85 which is balance of County's proportion of cost of work done on Warren, Brookfield and Holland Roads be paid from County Treasury to Town of Brimfield. Case No. 49 - 1939.

Order

September 11, 1940

Ordered that the amounts charged County of Hampden by Comm. of Mass., State Sanatorium at Westfield, under contract, be charged to the cities and towns in hospital district in the total amount of \$8,722. - to be paid to County Treasurer on or before September 30, 1940, also ORDERED that County Treasurer pay to the Comm. of Mass. \$8,772 plus \$5,848. on the Sanatorium Account.

Westfield Sanatorium Account

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss:

County Commissioners' Meeting September 11, 1940

ORDERED: that the amount charged the County of Hampden by the Commonwealth of Massachusetts, State Sanatorium at Westfield, Massachusetts, under contract under the provisions of the General Laws, Chapter 111, Section 85 as amended by the Acts of 1936, Chapter 145, be charged to the Cities and Towns in the Hospital District in the following amounts:

Agawam	\$273.00
Chicopee	2670.00
East Longmeadow	414.00
Holyoke	2202.00
Ludlow	952.50
Palmer	534.00
Southwick	276.00
Westfield	996.00
West Springfield	414.00
Wilbraham	40.50
	<u>\$8772.00</u>

Said amounts to be paid to the County Treasurer of the County of Hampden on or before September 30, 1940. IT IS ALSO ORDERED that the County Treasurer of the County of Hampden pay to the Commonwealth of Massachusetts the above sum of Eight Thousand Seven Hundred and Seventy-two Dollars (\$8,772.00) plus the sum of Five Thousand Eight Hundred and

June Meeting 1940

Forty-eight Dollars (\$5,848.00) on the Sanatorium account.

Charles W. Bray)
Edward J. Stapleton) County
Commissioners
of the County
of Hampden.

Released from
Training School
on parole.

September 11, 1940

Chester Kruczik released from Hampden County
Training School on Parole on September 14, 1940.

September 18, 1940

John Joseph Fellion, released from Hampden
County Training School on parole on September
21, 1940.

Orders

Ordered, County Treasurer authorized and directed
to pay \$346.06 to Town of Palmer on acct. of
County's proportion of cost of work done on
Bondsville Road. Case No. 22 - 1940.

Ordered that the sum of \$200.00 which is balance
of County's proportion of cost of work done on
New Boston Road be paid from County Treasury
to Town of Tolland. Case No. 38 - 1939.

Order to Arrest

Order to arrest Francis Sullivan of Holyoke,
holder of a release on parole.

Street name
changed

Highway known as Hanover Street from York Street
to Elmwood Street in Springfield changed to
Meltzer Street.

Salary Increase

September 25, 1940

Voted to increase the salary of Sylvia Dumas,
Matron at the Hampden County Jail, from \$3.64
per day, to \$3.83 per day, commencing September
1, 1940.

Order to Arrest

Order to arrest Samuel J. Delano of Springfield,
holder of a release on parole.

Damages Done
by Dogs

Land Damages

Sundry Accounts

Sundry Accounts being presented, are allowed, and the same amounting
to the sum of

September 25, 1940

Hampden, ss:

Judgment is entered up according to reports, etc., and all matters
not acted upon are ordered to be continued and this meeting is
adjourned without day.

Attest:

CLERK.

The Commonwealth of Massachusetts

Hampden, ss:

At a meeting of the County Commissioners begun and holden at Springfield, within and for said County of Hampden, on the first Tuesday of October, being the first day of said month, and from time to time to the eighteenth day of December, in the year of our Lord One Thousand Nine Hundred and Forty.

Present:

Charles W. Bray, Esquire, Chairman	} County Commissioners
Thomas J. Costello, Esquire	
Edward J. Stapleton, Esquire	

The following Case is dismissed without prejudice: No. 45.

No. 45: United Electric Light Company, Petrs. for abatement of taxes on real estate and personal property in the Town of West Springfield.

Dismissed Without
Prejudice
No. 45.

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting October 23, 1940

In the matter of the petition for the abatement of taxes on real estate and personal property in the Town of West Springfield, the petitioners, United Electric Light Company, having withdrawn their appeal, it is ORDERED, ADJUDGED AND DECREED that the aforesaid petition be and the same is hereby dismissed without prejudice to either party.

Charles W. Bray) County Commissioners of the County of Hampden
Thomas J. Costello	

The following Case was Withdrawn in June 1941:

PETITION

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY represent the undersigned, Mayor and Board of Aldermen of the City of Holyoke in said County, that common convenience and necessity require that Northampton Street in Holyoke be specifically repaired by the re-construction of the roadway from Station 46 + 50 at the "Castle", so-called, southerly to approximately Station 85 + 00, a distance of approximately 3,850 feet, more or less.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and City.

Dated this First day of July 1940.

CITY OF HOLYOKE

By Henry J. Toepfert
MAYOR

THE CITY OF HOLYOKE
BOARD OF ALDERMEN

David A. Whalen
Telesphore J. Bourassa
Romeo W. Beaudry
William W. Zebrowski
Theodore P. Moynahan
John F. Bell
Frederick Childs

Esther Sears Lynch
William E. Nolen
Jeremiah J. Hurley
Edward P. White
Milton F. Ryan
Patrick Donoghue
Jos. F. Griffin

Margaret F. Seibel
Ernest W. Brunault
Patrick J. Coughlin
William F. Foley
William F. Welcker
Frank O'Connell

CASE WITHDRAWN
IN JUNE 1941
No. 53.

Holyoke, Mayor and Board of Aldermen of the City of, Petrs. for specific repairs on Northampton Street from sta. 46+50 at the "Castle" southerly to approximately sta. 85+00, a distance of 3850 feet more or less, and for aid.

Oct. Meeting 1940

The foregoing petition was entered on the 17th day of July 1940, and due proceedings having been had thereon, on the 9th day of October 1940. Final Decree was filed; and on the 3rd day of June 1941 case was withdrawn, to wit:

FINAL DECREE

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting October 9, 1940

On the petition of the Mayor and Board of Aldermen of the City of Holyoke for specific repairs on Northampton Street from station 46+50 at the "Castle", southerly to approximately station 85+00, a distance of 3850 feet more or less, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twenty-first day of August, A. D. 1940, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said hearing no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made: to grade, surface with reinforced cement concrete and otherwise improve about 3,850 feet of road in Holyoke, leading to Northampton, and being known as Northampton Street; the work to begin at the southerly end of the present State highway, station 46+50, and extend in a southerly direction to station 85+00; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the City of Holyoke a sum not to exceed FOUR THOUSAND DOLLARS (\$4,000.) towards the repairing of this road.

All damages sustained by any person by reason of said repairs on this road shall be paid by the City of Holyoke.

Charles W. Bray)
 : County
Thos. J. Costello) Commissioners
 : of the County
John G. Maxfield) of Hampden

John G. Maxfield of East Longmeadow acted as County Commissioner in the above matter in place of Commissioner Edward J. Stapleton who was disqualified on account of residence.

WITHDRAWN JUNE 1941

June 3, 1941.

Hon. Henry J. Toepfert,
M a y o r,
Holyoke, Mass.

Dear Sir:

The Commissioners at their meeting today voted to cancel contract No. 7616, dated October 1, 1940, for the improvement of Northampton Street in Holyoke, it appearing that no work has been done under the contract, and that the city's share of the work under this contract, viz., \$16,000, is not now available.

Oct. Meeting 1940

Yours truly,

Mary A. Riley
Secretary

R/W

Copy to H.D.P.
Copy to Hampden County Comrs.

PETITION

FAIRVIEW SPORTSMAN'S FISH & GAME ASSN. INC.
Fairview, Mass.

Fairview, Mass.
June 7, 1938

Mr. Chas. W. Bray
County Commissioner
Court House
Springfield, Mass.

Dear sir,

We, the Fairview Sportsman's Fish And Game Association Inc. of Fairview, Mass., herewith submit to you plans and specifications for a ten foot dam across the Willimansett Brook, on our Club property, "Pine Tree Acres" and petition your honorable commission to grant us the right to build same in accordance with these plans and specifications drawn up by Mr. Robert Jackson of 353 Harvard St. Cambridge, Mass.

Respectfully yours,

(signed) Erwin H. Bischoff

Erwin H. Bischoff, Pres.

E.H. Bischoff
115 Westfield Road
Holyoke, Mass.

The foregoing petition was entered on the 8th day of June, 1938, and due proceedings having been had thereon, the following Specifications were filed (printed on plan) on June 8, 1938; Report of Engineer was filed June 29, 1938; Supplementary Specifications (written on supplementary plan) were filed July 8, 1939; Report of Engineer on Supplementary or Revised Plan and Specifications was filed July 20, 1938; Interlocutory Decree was filed on Nov. 2, 1938; Second Revised Specifications (written on Second Revised Plan) were filed August 15, 1939; Second Interlocutory Decree was filed Oct. 18, 1939; Final Report of Engineer was filed on Dec. 13, 1940; Final Decree was filed on December 18, 1940, to wit:

SPECIFICATIONS

Filed - June 8, 1938

EXCAVATION - All top soil (approx. 18" thick) shall be removed over entire area to be covered by dam embankments. All tree stumps and large roots shall be removed and roots over 1-1/2" in diameter shall be cut off at least 2'-0" below surface of sub-soil and holes plugged with tamped clay. Test trench already excavated shall be treated as noted.

FILLING - Materials for dam embankments shall be good quality earth of clayey consistency, free from large stones, roots or any other pocket-forming matter. Sandy or gravelly material may be used on down-stream embankment only.

Fairview Sportman's Fish and Game Association Inc., Petrs. for right to build a ten foot dam across the Willimansett Brook on Club property "Pine Tree Acres" in accordance with plan and specifications.

8

Plan
Supplementary Plan
Second Revised Plan

HIGHWAY
Book #11
Page # 37
37

Specifications
filed with Plan.
June 8, 1938.

Book 11, Page 3

Oct. Meeting 1940

Earth shall be placed in layers not more than 12" thick and each layer thoroughly rolled or tamped while wet. Layers shall be placed at approximately the same level at all times, that is, east and west of sheeting and north and south of sluiceway, so that pressure will be balanced throughout the work.

CORE - Material for sheeting core shall be Dense Southern Yellow Pine, "Structural Square Edge & Sound" grade planking, either planed or rough, tongued and grooved, straight and free from splits and other irregularities.

Planks shall be thoroughly water-soaked before placing and shall be driven solid into hardpan or to approx. hardpan level where bottom is clay. Planks shall be tightly drawn together and tied with heavy wood strapping as required to maintain position. Driving shall start at concrete sluiceway and work toward ends.

CONCRETE WORK - All concrete in sluiceway shall be 1-2-4 mix, using first quality standard Portland cement; clean, sharp sand and hard, dirt-free stone (trap rock) not over 1-1/2" size.

Materials shall be accurately measured, thoroughly mixed, using only enough water to allow mixture to flow when spaded, and carefully placed in forms. All corners, angles, sloping surfaces etc. must be spaded and rammed to insure that all parts of forms are full and free from voids.

Forms shall be accurately and substantially made and securely braced and must be strong enough to carry the liquid concrete without movement. Joints must be tight enough to hold the liquid mass without appreciable leakage. Debris must be removed from bottom of forms before pouring.

Reinforcing steel shall be intermediate grade deformed bars, accurately cut to length and properly placed in the forms, wired as required to hold securely against movement from weight of liquid concrete.

After forms are removed concrete shall be covered to protect from sun and shall be kept wet for at least one week.

REPORT OF ENGINEER

June 28, 1938

The Hon. The Board of County Commissioners
Hampden County, Court House,
Springfield, Mass.

Thomas J. Costello, Chairman,
Dear Sir:

In accordance with your instructions I have examined the plans and specifications filed by the Fairview Sportsmen's Fish and Game Association on June 8, 1938, for the construction of a dam on Willimansett Brook in the city of Chicopee, and report as follows:

Willimansett Brook rises in the northeast corner of Chicopee and flows southwesterly through the Chicopee plains a distance of about three miles to the Connecticut River, into which it empties a short distance upstream from the Willimansett-Holyoke bridge. The brook has a

total drainage area of about 4-1/2 square miles.

A short distance above the mouth of the brook is located the Hampden Brewery Co. dam, and about a mile further upstream is the Mountain View Lake Co. dam (formerly the Holyoke Ice Co. dam), which is a sizeable structure forming a large body of water covering about 16 acres.

The site of the proposed dam is approximately one-half of a mile upstream from the Mountain View Lake Co. dam, at a point where the drainage area contributory is about three square miles.

According to the plans, the dam will be an earthen structure 130 feet in length, 10 feet in height above the stream-bed and 10 feet in width on top. The upstream side will have a slope of one on three and will be paved with stone, while the downstream side will have a slope of one on two and will be seeded. Through the center of the embankment, there will be a wood sheathing core wall, 3 inches in thickness extending from one foot above the water level down into firm subsoil in the foundation. For a length of some 100 feet from the north end of the site, the subsoil in which the corewall will be set is hard pan, while for the remaining 30 feet or thereabouts, it is clay.

The spillway or overflow will be located at or near the center of the structure. It will consist of an open reinforced concrete channel or flume, 4 feet in width and the full height of the dam. Wood stop-planks will be arranged in this spillway channel to maintain the normal pond surface at a level of 2 feet below the top of the dam. At this level the pond will cover an area of some 4 acres.

While the plans show a carefully designed structure, having a generous factor of safety as far as stability is concerned, nevertheless, since the adequacy of the spillway and consequently the safety of the structure, in high water, would be dependent on the removal of some of the stop planks at least, it would seem advisable that the spillway should have an adequate flood flow discharging capacity, independent of the removal of any of the stop planks, or in other words, with all the stop planks in place.

Since the Willimansett brook is to a great extent fed with ground water and, therefore, not subject to quick high peak flows in times of rainfall, a spillway 10 or 12 feet in length to discharge 200 cubic feet per second with a free-board, (that is, the height of the top of the dam above the crest of the spillway) of 4 feet ought to be sufficient. Such a spillway can, it appears be arranged with little additional cost by shortening and flaring out the present spillway channel, and raising the dam by narrowing its top width a foot or even two feet, and slightly increasing its slopes, which as the plans show are generous.

As a further precaution in the construction of the dam, it may be advisable to extend the wood plank core into the hardpan foundation to at least a foot and into the clay part to a depth of at least three feet, and in addition to greater depths at any point as may be seen to be necessary when the actual work is being done. Likewise the plank

core wall should be continued under the spillway channel with the top of the planking encased in the concrete floor slab.

Although the changes recommended could be carried out under the approval of the plans and specifications filed, nevertheless, it might be advisable, however, to have revised plans and specifications, embodying the recommendations made, filed for approval. It is recommended that this be done, especially, since the structure is not likely to be started for some time.

Respectfully submitted,

James L. Tighe

Specifications
Written on Plan
in Book 11, Page 2.

SUPPLEMENTARY OR REVISED SPECIFICATIONS

Filed July 8, 1938.

EXCAVATION - All top soil (approx. 18" thick) shall be removed over entire area to be covered by dam embankments. All tree stumps and large roots shall be removed and roots over 1-1/2" in diameter shall be cut off at least 2'-0" below surface of sub-soil and holes plugged with tamped clay. Test trench already excavated shall be treated as noted.

FILLING - Materials for dam embankments shall be good quality earth of clayey consistency, free from large stones, roots or any other pocket-forming matter. Sandy or gravelly material may be used on down-stream embankments only.

Earth shall be placed in layers not more than 12" thick and each layer thoroughly rolled or tamped while wet. Layers shall be placed at approximately the same level at all times, that is, east and west of sheeting and north and south of sluiceway, so that pressures will be balanced throughout the work.

CORE - Material for sheeting core shall be Dense Southern Yellow Pine, "Structural Square Edge & Sound" grade planking, either planed or rough, tongued and grooved, straight and free from splits and other irregularities.

Planks shall be thoroughly water-soaked before placing and shall be driven solid into hardpan or to approx. hardpan level where bottom is clay. Planks shall be tightly drawn together and tied with heavy wood strapping as required to maintain position. Driving shall start at concrete sluiceway and work toward ends.

CONCRETE WORK - All concrete in sluiceway shall be 1-2-4 mix, using first quality standard Portland cement; clean, sharp sand and hard, dirt-free stone (trap rock) not over 1-1/2" size.

Materials shall be accurately measured, thoroughly mixed, using only enough water to allow mixture to flow when spaded, and carefully placed in forms. All corners, angles, sloping surfaces etc. must be spaded and rammed to insure that all parts of forms are full and free from voids.

Forms shall be accurately and substantially made and securely braced and must be strong enough to carry the liquid concrete without movement. Joints must be tight enough to hold the liquid mass without appreciable leakage. Debris must be removed from bottom of forms before pouring.

Reinforcing steel shall be intermediate grade deformed bars, accurately cut to length and properly placed in the forms, wired as required to hold securely against movement from weight of liquid concrete.

After forms are removed concrete shall be covered to protect from sun and shall be kept wet for at least one week.

REPORT OF ENGINEER ON SUPPLEMENTARY
OR REVISED PLAN AND SPECIFICATIONS

July 19, 1938

The Hon. The Board of County Commissioners
Hampden County, Court House
Springfield, Massachusetts

Thomas J. Costello, Chairman,

Dear Sir:

I have examined the revised or supplementary plan and specifications for the construction of a dam to be built on Willimansett Brook in Chicopee, which were filed for your approval on July 8, 1938 by the Fairview Sportsmen's Fish and Game Association.

The dam, for which the original plan and specifications were filed on June 8, 1938, will be located approximately one and one-half miles upstream from the mouth of Willimansett Brook, at a point where the drainage area contributory is about three square miles. The pond formed will cover an area of some four acres.

The revised plan and specifications show that the dam will be an earthen embankment about 136 feet in length, 12 feet in height and 8 feet in width on top. The upstream side will have a slope of 1 on 2-1/2 below the water level and 1 on 2 above the water level, the entire slope being paved with stone. The downstream side will have a slope of 1 on 1.8 and will be surfaced with gravel or sodded.

A solid wood sheathing core wall, 2-3/4 inches in thickness, will extend through the entire length of the embankment, from a height of 2 feet above the normal pond level down into firm subsoil in the foundation. For a length of some 100 feet from the north end of the site, this subsoil is clay, while for the remaining 36 feet or thereabouts, it is hardpan.

The base of the core wall will be countersunk into the clay subsoil to a depth of not less than 3 feet, and into the hardpan to a depth of not less than 1 foot.

The overflow will be located near the center of the structure. It will consist of an open reinforced concrete channel or flume, 4 feet in width and the full height of the dam. The upstream end of this channel will be flared out to provide a spillway 10 feet in length, with its crest 4 feet below the level of the top of the dam.

Inasmuch as the revised plan and specifications indicate a stable structure, in which are incorporated all of the recommendations made in our report to the County dated June 28th, 1938, I would recommend the revised plan and specifications for your approval.

Respectfully submitted,

James L. Tighe

By Frank A. Doyle
Assistant Engineer

INTERLOCUTORY DECREE

FAIRVIEW SPORTSMEN'S FISH & GAME ASSN. INC.

Fairview, Mass.

Fairview, Mass.
June 7, 1938

Mr. Chas. W. Bray
County Commissioner
Court House
Springfield, Mass.

Dear sir,

We, the Fairview Sportsman's Fish And Game Association Inc. of Fairview, Mass. herewith submit to you plans and specifications for a ten foot dam across the Willimansett Brook, on our Club property, "Pine Tree Acres" and petition your honorable commission to grant us the right to build same in accordance with these plans and specifications drawn up by Mr. Robert Jackson of 353 Harvard St. Cambridge, Mass.

Respectfully yours,

(Signed) Erwin H. Bischoff

Erwin H. Bischoff, Pres.

E.H.Bischoff
115 Westfield Road
Holyoke, Mass.

Hampden, ss: COUNTY COMMISSIONERS' MEETING November 2, 1938

In the matter of the petition of the Fairview Sportsman's Fish and Game Association Inc., a copy of which is set out above, for the right to build a ten foot dam across the Willimansett Brook on Club property, "Pine Tree Acres" in accordance with plan and specifications, filed June 8, 1938, said plan and specifications of the proposed work having been referred to James L. Tighe, Engineer, selected by the Board of County Commissioners, the said James L. Tighe made a report in writing on file with the case that certain changes should be made in said plan and specifications.

Supplementary or revised plan and specifications, filed on July 8, 1938, were referred to the office of James L. Tighe, and his Assistant Engineer having made a report in writing on file with the case that the revised plan and specifications indicate a stable structure, in which are incorporated all of the recommendations made in James L. Tighe's report to the County dated June 28, 1938, said Commissioners do hereby approve said supplementary or revised plan and specifications in accordance with report of Frank A. Doyle, Assistant Engineer.

Thos. J. Costello)
Charles W. Bray) County
Margaret V. Donahue) Commissioners
of the County
of Hampden

SECOND REVISED PLAN AND SPECIFICATIONS

In Book 11, Page 37
With Plan.

EXCAVATION - All top soil (approx. 18" thick) shall be removed over entire area to be covered by dam embankments. All tree stumps and large roots shall be removed and roots over 1-1/2" in diameter shall be cut off at least 2'-0" below surface of sub-soil and holes plugged with tamped clay. Test trench already excavated shall be treated as noted.

FILLING - Materials for dam embankments shall be good quality earth of clayey consistency, free from large stones, roots or any other pocket-forming matter. Sandy or gravelly material may be used on down-stream embankment only.

Earth shall be placed in layers not more than 12" thick and each layer thoroughly rolled or tamped while wet. Layers shall be placed at approximately the same level at all times, that is, east and west of sheeting and north and south of sluiceway, so that pressures will be balanced throughout the work.

CORE - Material for sheeting core shall be good quality, used (second hand). Spruce planking of uniform thickness, either planed or rough, tongued and grooved, straight and free from splits and other irregularities.

Planks shall be thoroughly water-soaked before placing and shall be driven solid into hardpan or to approx. hardpan level where bottom is clay. Planks shall be tightly drawn together and tied with heavy wood strapping as required to maintain position. Driving shall start at concrete sluiceway and work toward ends.

CONCRETE WORK - All concrete in sluiceway shall be 1-2-4 mix, using first quality standard Portland cement; clean, sharp sand and hard, dirt-free stone (trap rock) not over 1-1/2" size.

Materials shall be accurately measured, thoroughly mixed, using only enough water to allow mixture to flow when spaded, and carefully placed in forms. All corners, angles, sloping surfaces etc. must be spaded and rammed to insure that all parts of forms are full and free from voids.

Forms shall be accurately and substantially made and securely braced and must be strong enough to carry the liquid concrete without movement. Joints must be tight enough to hold the liquid mass without appreciable leakage. Debris must be removed from bottom of forms before pouring.

Reinforcing steel shall be intermediate grade deformed bars, accurately cut to length and properly placed in the forms, wired as required to hold securely against movement from weight of liquid concrete.

After forms are removed concrete shall be covered to protect from sun and shall be kept wet for at least one week.

REPORT OF ENGINEER ON SECOND REVISED
PLAN AND SPECIFICATIONS.

September 18, 1939

The Hon. The Board of County Commissioners
Hampden County, Court House
Springfield, Mass.

Charles W. Bray, Chairman,

Dear Sir:

In accordance with your instructions I have examined the revised plans and specifications filed by the Fairview Sportsmen's Fish and Game Association on August 15, 1939, for the construction of a dam on Willimansett Brook in the city of Chicopee, and report as follows:

Oct. Meeting 1940

Plans and specifications for the construction of this dam were first filed with the County on June 8th, 1938, and, following a recommendation of the County that certain changes should be made to provide for an increased spillway capacity and a greater freeboard, revised or supplementary plans and specifications were filed on July 8th, 1938, and approved by the County on November 2, 1938.

These plans and specifications which were approved, showed that the structure was to be an earthen embankment about 136 feet in length, 12 feet in height, and 8 feet in width on top, with an upstream slope of 1 on 2 1/2 below the water level and 1 on 2 above the water level, and a downstream slope of 1 on 1.8.

The dam was to contain a wood sheathing core wall extending through the entire length of the structure, and from a level of two feet above the water line down through a layer of rather pervious black sandy soil and muck into a tight formation of clay and hardpan, which is at a depth of from 3 to 12 feet below the ground surface at the site. This core wall was to be built of "Dense Southern Pine, Structural Square Edge and Sound" grade planking, 3 inches in thickness, tongued and grooved, straight and free from splits and other irregularities.

The second revised plans and specifications, filed on August 15, 1939, which are now under consideration, are identical with those already approved by the County, with one exception, namely, that instead of using new, Dense Southern Pine lumber for the core wall, it is now proposed to use second-hand, used, Spruce lumber.

As to the use of second hand Spruce planking for the core wall, no doubt a suitable wall can be obtained if great care is taken in the selection, fitting, and driving of the planks. Only planks which are straight, and sound should be used, and any planks injured or split in the driving should be replaced. Likewise, after the driving is completed, the entire surface of the wall, all the way down to the clay and hardpan, should be closely inspected, and any open joints, knotholes etc. closed with wood cover strips on the upstream side of the wall. As an additional precaution, it is also suggested that, if the second-hand lumber is to be used, a wood cut-off wall of the same material and construction as the core wall, should be driven through the foundation soil under the upstream embankment, and extending from a height of one or two feet above the natural ground surface down into the hardpan and clay stratum. This cut-off wall should be located in line with the front of the spillway wall and extend through the entire length of the dam.

In conclusion, I would recommend, therefore, that the plans and specifications filed be approved, with the provision that special care shall be taken to make the core wall tight and, also, that the wood plank cut-off wall shall be constructed under the upstream embankment, as described above.

Respectfully submitted,

James L. Tighe

SECOND INTERLOCUTORY DECREE

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting October 18, 1939

In the matter of the petition of the FAIRVIEW SPORTSMAN'S FISH AND GAME ASSOCIATION INC., for a right to build a ten foot dam across the Willimansett Brook on Club property, "Pine Tree Acres".

A Second Revised Plan and Specifications of the proposed work were filed August 15, 1939 and they were thereupon referred to James L. Tighe, Engineer, selected by the County Commissioners, and the said James L. Tighe having reported in writing under date of September 18, 1939 (his report being on file with the case), the Commissioners do hereby approve said Second Revised Plan and Specifications in accordance with the report of said James L. Tighe with the following provisions:

That, in the use of second hand Spruce planking for the core wall, only planks which are straight and sound shall be used, and any planks which are injured or split in the driving shall be replaced. After the driving is completed, the entire surface of the wall, all the way down to the clay and hardpan, shall be closely inspected, and any open joints, knotholes etc. shall be closed with wood cover strips on the upstream side of the wall. A wood cut-off wall of the same material and construction as the aforesaid core wall, shall be driven through the foundation soil under the upstream embankment, and extending from a height of one or two feet above the natural ground surface down into the hardpan and clay stratum. This cut-off wall shall be located in line with the front of the spillway wall and shall extend through the entire length of the dam.

Charles W. Bray

Thos. J. Costello

Edward J. Stapleton

COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN.

FINAL REPORT OF ENGINEER

December 13, 1940

The Hon. The Board of County Commissioners
Hampden County, Court House
Springfield, Mass.

Charles W. Bray, Chairman:

Dear Sir:

I recommend for your acceptance the construction of the Fairview Sportsman's Fish and Game Association dam, located on Willimansett Brook in Chicopee.

This dam has been completed in accordance with the Second Revised Plan and Specifications, and provisions thereto, as approved by the County on October 18, 1939.

Respectfully submitted,

James L. Tighe

Oct. Meeting 1940

FINAL DECREE

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting December 18, 1940

In the matter of the petition of the Fairview Sportman's Fish and Game Association Inc., for right to build a ten foot dam across the Willimansett brook on Club Property, "Pine Tree Acres" in accordance with plan and specifications.

Petition, plan and specifications of the proposed work were filed June 8, 1938. Said plan and specifications were referred to James L. Tighe, Engineer, who made a report in writing, dated June 28, 1938, on file with this case that certain changes should be made in said plan and specifications.

Supplementary or revised plan and specifications, filed on July 8, 1938, were referred to the office of James L. Tighe, and his Assistant Engineer having made a report in writing dated July 19, 1938 on file with the case that the revised plan and specifications indicate a stable structure in which are incorporated all of the recommendations made in James L. Tighe's report to the County dated June 28, 1938, said Commissioners approved said supplementary or revised plan and specifications on November 2, 1938 in accordance with report of the Assistant Engineer.

A Second Revised Plan and Specifications of the proposed work were filed August 15, 1939 and they were referred to James L. Tighe, Engineer, who reported in writing dated September 18, 1939 (his report being on file with the case), the Commissioners approved said Second Revised Plan and Specifications on October 18, 1939 with the provision that special care shall be taken to make the core wall tight and also that the wood plank cut-off wall shall be constructed under the upstream embankment as described in Mr. Tighe's report dated September 18, 1939.

The County Commissioners have inspected the work during its progress and also employed Mr. James L. Tighe, Engineer, to superintend the work and to make a report on same. The said James L. Tighe has made a final report in writing to the Board of County Commissioners dated December 13, 1940 which is on file with this case, and it appearing that said Second Revised Plan and Specifications have been faithfully adhered to, it is ORDERED that the same be accepted and recorded.

Charles W. Bray)
Thos. J. Costello) County
Commissioners
of the County
of Hampden

To The Honorable Board of Commissioners
For the County of Hampden
Gentlemen:

October 25, 1938

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Collins Manufacturing
Company, for permis-
sion to make temporary
repairs to its water
supply dam breached
by the flood.

The Collins Manufacturing Company of North Wilbraham is desirous of making temporary repairs to its water supply dam where it was breached by the flood of last month. This is an earth dam located on Twelve Mile Brook about one mile east of North Wilbraham, and about one quarter mile upstream from the point where said brook empties into the Chicopee River.

We hereby pray that your honorable board may grant us permission to make these repairs in accordance with plans and specifications submitted herewith.

Respectfully submitted,

COLLINS MANUFACTURING COMPANY

(Signed) PAUL C. BAST

Paul C. Bast
Vice President and Treasurer.

The foregoing petition was entered on the 25th day of October 1938, and due proceedings having been had thereon, the following Specifications were filed on October 25, 1938; Report of Engineer was filed on October 31, 1938; Interlocutory Decree was filed on November 2, 1938; Final Report of Engineer was filed on December 13, 1940; and Final Decree was filed on December 18, 1940, to wit:

October 22, 1938

Collins Manufacturing Company

SPECIFICATIONS FOR

PROPOSED TEMPORARY REPAIRS TO WATER SUPPLY DAM

ON

TWELVE MILE BROOK, WILBRAHAM, MASS.

LOCATION

Work planned is on land of the Collins Manufacturing Company at their water supply dam on Twelve Mile Brook in the town of Wilbraham about a mile east of the Village of North Wilbraham where the plant of said Company is located.

SCOPE OF PROPOSED WORK

Work to be done includes driving of interlocking steel sheet piling across the 80 foot breach in the old earth dike to a height 3 feet above the concrete crest of the spillway and providing this closure with a carefully placed heavy rock backing and a partial facing with earth shoulders protected from scour by a 24" Rip Rap surface. Concrete wing walls shall be provided centered on the steel sheeting and extending back into the undisturbed earth dike on both sides of the 60' emergency spillway section. The 20" steel pipe line which delivers the water to the Collins Mfg. Co. plant is to be laid on a concrete base extending from the steel sheeting through the rock backfill to the present line, and a 36" by-pass or pond drain pipe is to be provided supported at the joints on concrete piers and emptying into the present channel 50 feet downstream from the steel sheeting. Both pipe lines shall be provided with gates at the upstream face of the steel sheeting which can be operated

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the top of the dam with water flowing over the top of the steel sheeting. The flashboards shall be removed from the top of the concrete spillway and the 2-1/2' x 3' rectangular orifice in this concrete spillway shall be provided with a gate, operating mechanisms and appurtenances so that it can be operated with the spillway discharging at full capacity.

INTENT OF TEMPORARY REPAIR

It is the intent of the work proposed herein to provide a temporary closure of the breached dike section that will be of adequate strength and permit connection of the company's water supply line. An additional emergency spillway 60 feet in length will be provided as well as a 36" gated drain pipe with provision for the opening in time of flood flows. The spillway flashboards shall be removed and not replaced until a more permanent repair is made, and finally the spillway orifice shall be provided with a gate which can be operated during flood flow.

The Twelve Mile Brook has a drainage area of about 14 square miles above this dam and the pond area is about 5 acres. The discharge capacities of the various openings are indicated in the following table:

<u>Discharge Capacities</u>			
Concrete Spillway Crest	El. 100.0		
Top Steel Sheeting	El. 103.0		
Top Earth Dike	El. 105.5+		
<u>Opening</u>	<u>Discharge in c.f.s.</u>		
	Water Surface	El. 104	El. 105
Concrete Spillway (42')		1100	1600
Emergency Spillway (60') (Top Steel Sheeting)		200	600
Total Automatically Available		1300	2200
(93 sec.ft./sq.mi.)(157 sec.ft./sq.mi.)			
36" Pond Drains (to be opened)		400	Aprx.500 Approx.
2-1/2' x 3' Spillway Gate (to be opened)		300	" 400 "
Total Available		2000	3100
(143 sec.ft./sq.mi.) (221 sec.ft./sq.mi.)			

STEEL SHEET PILING

An interlocking steel sheet piling shall be used weighing approximately 23#/sq.ft. and having a web thickness not less than 3/8". It shall be driven continuously entirely across the breach (80 feet+) to a depth of not less than 8 feet into undisturbed earth and approximately to the elevation shown on the plans, or otherwise as directed by the engineer.

CLEARING SITE

Before placing fill in any area, such area shall first be cleared of all sod, trees, stumps, roots, loose stones or other foreign matter, so as to expose a clean earth surface, sufficiently roughened to provide good bond for the new fill. No fill shall be placed until the site has been inspected by the engineer and approved by him.

ROCK FILL

The rock fill backing for the steel sheeting shall be of heavy stone no stone having a diameter less than 12", except that smaller stone may be used for chinking the surface voids on the final top

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surface, or otherwise as directed by the engineer.

EARTH FILL

Earth fill shall be a clean well graded material free from large stones, roots or other foreign matter. It shall be deposited in 6" layers compacted by rolling with a tractor or equivalent. The material shall be approved by the engineer and deposited as he directs.

RIP RAP

The entire upstream surface of the new work and/or all points within 20 feet of the sheeting shall be protected from scour with a 24" layer of heavy Rip Rap. No stone shall have a diameter less than 12" except as may be used for surface chinking.

CONCRETE WING WALLS

At each side of the 60 foot emergency spillway 18" concrete wing walls about 5 feet high and 15 feet long centered on steel sheeting and extending into the undisturbed earth dike shall be provided as shown on plans. Concrete shall be 1:2:4 mix in accordance with standard specifications, and shall be approved and placed as directed by the engineer.

CONCRETE BASE FOR PIPE LINES

A continuous concrete base with 3 - 12" cut-offs projecting 2 feet on each side is to be provided for supporting the 20" steel pipe line to the Collins Mfg. Co. This base is to be 3 feet wide, 60 feet long and extend not less than 2 feet into undisturbed earth, except where rock is encountered. Trench shall be pumped dry before placing concrete and no forms shall be used below the existing earth surface. Concrete piers 3 feet square and extending 3 feet into undisturbed earth shall be provided under joints in the 36" pond drain line. All concrete shall be placed in the dry, and as directed by the engineer. Plums not over 12" in diameter may be used up to 25% of total volume. Concrete shall be 1:2:4 mix and in accordance with standard specifications.

PIPE LINES

The 20" outlet to the Collins Mfg. Co. shall be of extra heavy steel pipe with specially reinforced welded joints.

The 36" pond drain may be of any kind of pipe approved by the engineer, but must be extra heavy or otherwise protected and with specially reinforced joints.

Pipes shall be located as shown on plans.

The openings cut for pipes through the steel sheeting shall be sealed and reinforced in a manner satisfactory to the engineer.

GATES

Both the above pipe lines and the opening in the concrete spillway shall be provided with gates and operating mechanisms that can be operated with pond water at elevation 105. Substantial plank walks shall be provided to give access to all three gate operating mechanisms at all times, without unduly obstructing the spillway openings.

Gates and appurtenances shall be satisfactory to the engineer, both in design and workmanship.

PLANS

The general dimensions, form and details are indicated on a plan entitled "Preliminary Plans and Sections showing proposed temporary repairs to Water Supply Dam of Collins Mfg. Co. on Twelve Mile Brook, Wilbraham, Mass." dated Oct. 21, 1938, prepared by Nathaniel Clapp, Civil Engineer.

Other more detailed plans will be furnished as the work progresses and the contractor requires them.

MATERIALS

All materials incorporated in the finished work shall be the best obtainable for the purpose and must be approved by the engineer for the use intended. They shall be made convenient for inspection by the engineer a sufficient time in advance of use so that time for proper final inspection may be arranged, and it shall be the duty of the contractor to give the engineer such reasonable notice when materials are ready for inspection.

INSPECTION

At any and all times during the progress of the work, the materials, design and workmanship shall be subject to the inspection of the engineer. Any material or workmanship which is found to be unsatisfactory is to be removed and replaced by the contractor at his own expense.

PARTIES

Wherever the term "owner" shall appear in these specifications, it shall be understood to mean the Collins Mfg. Co., North Wilbraham, Mass.

Wherever the term "contractor" shall appear, it shall be understood to mean the party who undertakes to perform the work covered by these specifications.

Wherever the term "engineer" shall appear, it shall be understood to mean the engineer designated by the owner to handle the work herein specified.

INTENT OF SPECIFICATIONS

It is the intent of these specifications to describe the proposed work at the location designated herein including steel sheeting, rock backing, earth shoulders, rip rap, pipe lines and supports for same, together with openings in steel sheeting for same, gates and appurtenances thereto, and all other work necessary to make a substantial temporary repair of adequate strength. The work shall be so completed that the water supply system can be operated without additional work of any kind.

Any changes found necessary to secure first class work shall be made as directed by the engineer.

INSPECTION OF PREMISES BY CONTRACTOR

The contractor is expected to make a personal examination of the location of the work and to make himself familiar with the present and future conditions affecting the work, and to satisfy himself as to the character of the work to be done.

The engineer and owner will impart any knowledge which they may have respecting the work, but do not guarantee that such information will be absolutely correct and they will not be held responsible for the same.

The neglect of the contractor to make such an examination will not excuse him for any misunderstanding which he may have of the work to be done.

COMPENSATION

Compensation shall be a lump sum bid for the work herein specified.

No bills for extra work or materials shall be allowed unless written authority is shown by the contractor for furnishing the same by an order from the Owners.

The price for the same is to be decided beforehand by the contractor and the Owners.

FUTURE WORK PLANNED FOR PERMANENT REPAIR

During the coming summer when weather conditions are more favorable, and the plant is shut down for inventory it is planned to make further improvements to this dam. A concrete gate chamber is to be provided on the downstream side of the steel sheeting where the two pipe lines are located, and an earth facing with 3:1 upstream slope is to be provided entirely across the front of the steel sheeting. Intake pipes will extend through this facing from the intake headwall to the gate chamber. The 20" steel outlet pipe shall be encased with concrete from the gate chamber for 60 feet downstream, and the 36" pond drain line shall also be encased with concrete. The top 3 feet of the steel sheeting is to be encased in concrete. The upstream fill surface is to be paved with a concrete apron or equivalent, and the surface of the downstream rock fill shall be grouted and surfaced with concrete, or otherwise protected from wash, and provided with side walls and a concrete toe wall with weep holes.

The freeboard shall be increased by raising the earth dike sections about 2-1/2 feet to elevation 108, and providing such additional side fills as may be needed to keep the top 10 feet wide and have no earth slope steeper than 2-1/2 : 1. Additional rip rap surfacing will also be provided.

Flashboards will be provided at that time not more than 2 feet high extending across the present 42 foot concrete spillway section. These flashboards shall be designed to fail automatically when the pond reaches elevation 104.5.

This outline of contemplated future work is included herein to reduce to a minimum the extra work involved in improving the temporary repair to form a permanent improved structure.

Nathaniel Clapp
Civil Engineer,
Palmer, Mass.

Oct. Meeting 1940

REPORT OF ENGINEER

October 29, 1938

The Hon. The Board of County Commissioners
Hampden County, Court House
Springfield, Mass.

Thomas J. Costello, Chairman,

Dear Sir:

I have examined the plans and specifications filed for your approval of the temporary repairs to be made by the Collins Mfg. Co. on their water supply dam located on Twelve Mile Brook, so called, in Wilbraham.

This dam is a dry stone masonry structure backed with earth, 330 feet in length, 16 feet in height and 10 feet wide on top.

It is curved in plan, concave upstream and the spillway, which is about 42 feet in length, is located at the south end of the structure. The pond formed by the dam covers about 5 acres.

About 140 feet from the north end of the dam the gate house or valve chamber was located, from which two pipes extended, one 20 inch in diameter to carry the water to the Collins Mfg. Co. plant, and the other 36 inch in diameter used as a drain pipe for emptying the reservoir when needed.

In the great flood which occurred in the 3rd week of September last, the gate house or valve chamber, together with some of the earth and stone-fill around it, was washed away. The plans and specifications, now filed with the County for approval, are for temporary repairs (permanent repairs to be made later) of this washout, in order that process water, which was being supplied to the plant from this source, will be supplied again as soon as possible.

As the plans show these temporary repairs shall consist of interlocking steel sheet piling built across the gap or breach made by the flood, backed down stream by rock-fill, and up stream by earth-fill, covered with a 24 inch stone rip-rap sloped 2 to 1.

The sheet piling wall will be driven to a depth of not less than 8 feet below the ground surface, and will extend to a height 2-1/2 feet below the top of the dam. By keeping the top of the sheet piling wall 2-1/2 feet below the top of the dam this wall will act as an auxiliary spillway in high flood flow, and increase the discharging capacity of the dam about 35%.

At the top of each end of the sheet piling will be a reinforced concrete wing wall, which will extend back well into the undisturbed or old embankment.

The 20 inch steel delivery pipe to the plant, will be laid to a point outside the structure on a concrete base, and the 36 inch drain pipe on concrete piers, built under the pipe joints.

This provision in regard to both pipes is advisable, in order that new foundations will not be required when the permanent repairs are being made. While the kind of drain pipe to be used is not specified, it is assumed that it will be a substantial metallic one.

Each pipe will be provided with a gate at the upstream face of the steel sheeting, operated from the top of the dam, even when water may be flowing over the crest of the sheeting wall.

In the making of these temporary repairs one of the features to be commended is the removal, at least, until the permanent repairs are completed, of the present two-foot flashboards from the crest of the present spillway. This will increase the margin of safety of the structure against damage done by high flood flows materially.

Considering that the repairs proposed are temporary only, and that it is the intention to make thorough permanent repairs on the structure at a later period, I recommend for your approval the plan and specifications filed for these repairs.

Respectfully submitted,

James L. Tighe

INTERLOCUTORY DECREE

October 25, 1938

To The Honorable Board of Commissioners for the County of Hampden
Gentlemen:

The Collins Manufacturing Company of North Wilbraham is desirous of making temporary repairs to its water supply dam where it was breached by the flood of last month. This is an earth dam located on Twelve Mile Brook about one mile east of North Wilbraham, and about one quarter mile upstream from the point where said brook empties into the Chicopee River.

We hereby pray that your honorable board may grant us permission to make these repairs in accordance with plans and specifications submitted herewith.

Respectfully submitted,

COLLINS MANUFACTURING COMPANY

(Signed) Paul C. East

Paul C. East
Vice President and Treasurer.

Hampden, ss: COUNTY COMMISSIONERS' MEETING November 2, 1938

The foregoing petition was entered on the twenty-fifth day of October in the year of our Lord, One Thousand Nine Hundred and Thirty-Eight, when the said petitioner filed said plan and specifications for proposed temporary repairs to water supply dam on Twelve Mile Brook in Wilbraham, said plan and specifications of the proposed work having been submitted to James L. Tighe, Engineer, selected by the Board of County Commissioners, and the said James L. Tighe having reported in writing (his report being on file with the case), the Commissioners do hereby approve said plan and specifications in accordance with report of said James L. Tighe, with the provision that the repairs are temporary only, and that it is the intention to make thorough permanent repairs on the structure at a later period.

Thos. J. Costello

Charles W. Bray

Margaret V. Donahue

)
:County
:Commissioners
:of the County
:of Hampden.

Oct. Meeting 1940

FINAL REPORT OF ENGINEER

December 13, 1940

The Hon. The Board of County Commissioners
Hampden County, Court House
Springfield, Mass.

Charles W. Bray, Chairman:

Dear Sir:

I recommend for your acceptance the temporary repairs made upon the water supply dam of the Collins Manufacturing Company, located on Twelve Mile Brook in North Wilbraham.

These repairs have been completed during the present year, substantially in accordance with the plans and specifications therefor, which were approved by the County on November 2, 1938.

In accepting this repair work on the dam, it should be understood that it is only of a temporary character and that permanent repairs are to be made at a later date, if the structure is to be kept in service.

Respectfully submitted,

James L. Tighe

FINAL DECREE

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting December 18, 1940

In the matter of the petition of the Collins Manufacturing Company for permission to make temporary repairs to its water supply dam breached by the flood.

Petition, plan and specifications of the proposed work were filed October 25, 1938. Said plan and specifications were referred to James L. Tighe, Engineer, who made a report in writing dated October 29, 1938, on file with this case.

On recommendation of said James L. Tighe, said plan and specifications were duly approved on November 2, 1938, with the provision that the repairs proposed are temporary only, and that it is the intention to make thorough permanent repairs on the structure at a later period.

The County Commissioners have inspected the work during its progress and also employed Mr. James L. Tighe, Engineer, to superintend the work and to make a report on same. The said James L. Tighe has made a final report in writing to the Board of County Commissioners, dated December 13, 1940, which is on file with this case, and it appearing that said plan and specifications have been faithfully adhered to, it is ORDERED that same be accepted and recorded. In accepting this repair work on the dam, it should be understood that it is only of a temporary character and that permanent repairs are to be made at a later date, if the structure is to be kept in service.

Charles W. Bray)
Thos. J. Costello) County
Commissioners
of the County
of Hampden

Oct. Meeting 1940

November 9, 1938

County Commissioners,
Hampden County,
Springfield, Mass.

Gentlemen:

We are sending herewith for your approval two prints of our drawing #1393-1 of a dam designed for the Strathmore Paper Company of West Springfield, Mass. This dam is to close in the gap made by the recent flood, around the end of their present dam at their Woronoco Mills.

We shall appreciate an early approval of this drawing.

Very truly yours,

CHAS. T. MAIN, INC.,

(signed) By W. F. Uhl

W. F. Uhl

BSR L

Enc.

The foregoing petition was entered on the 14th day of November 1938, and due proceedings having been had thereon, the following Specifications were filed on Nov. 14, 1938; Report of Engineer was filed on Dec. 30, 1938; Interlocutory Decree was filed on Jan. 11, 1939; Final Report of Engineer was filed on December 13, 1940; Final Decree was filed on December 18, 1940, to wit:

November 5, 1938

- S P E C I F I C A T I O N S -

for

CONSTRUCTION WORK AND MATERIALS

FOR
A DAM

AT THE WORONOCO MILLS

of the

STRATHMORE PAPER COMPANY,

WEST SPRINGFIELD, MASS.

GENERAL DATA

The work and materials called for in these specifications are to be employed in the construction of a spillway 300 feet long, across the gap made by a wash-out around the dam, and a dike from the spillway to the high land at the Woronoco Mills of the Strathmore Paper Company.

The dam is of a gravity section and is to run across on the high ledge in the gap between the ledge rock island and the main land.

A concrete abutment wall is to be built at each end of the spillway. The abutment at the south end of the spillway is to be built to a height of Elevation 232 to form a stop for the flashboards and the one at the north end is to be built to elevation 245 and is to serve as a retaining wall for the earth dike.

The earth dike is to run in a northerly direction for about 125 feet and then easterly for about 565 feet to a point where it inter-

Chas. T. Main, Inc.,
Engineers, Petrs. for
approval of plan and
specifications of a
dam designed for the
Strathmore Paper
Company of West Spring-
field, Mass.

11

Plan

Supplementary Plan

HIGHWAY

Book # 11

Page 21-22

sects the high land.

A sluice gate is to be installed at the northerly end of the spillway adjoining the abutment wall.

PLANS AND SPECIFICATIONS

Plans and specifications have been prepared by Chas. T. Main, Inc., Engineers, covering the work to be done and they will furnish the Contractor with all necessary copies for the execution of the work.

PARTIES

Wherever the word "Owners" or "Company" or "Party of the first part" appears in these specifications or contract it shall be understood to mean the Strathmore Paper Company, of West Springfield, Mass.

Wherever the term "Contractor" or "Bidder" or "Party of the second part" appears in these specifications or contract it shall be understood to refer to the contractor undertaking to do the work and furnish the materials called for.

Wherever the term "Engineer" is used, it refers to Chas. T. Main, Inc., Engineers, 201 Devonshire Street, Boston, Mass., or their authorized representative.

INSPECTION OF PREMISES BY CONTRACTOR

The Contractor is expected to make a personal examination of the location of the work and to make himself familiar with the present and future conditions affecting the work and to satisfy himself as to the character of the work to be done.

The Engineer and Company will impart any knowledge respecting the work which they may have, but do not guarantee that such information will be absolutely correct and they will not be held responsible for the same.

WORK TO BE DONE AND MATERIALS TO BE FURNISHED

The work covered by these specifications consists of the following principal items and the Contractor shall furnish all material and labor necessary to complete the same.

Item 1 -- Access to site.

" 2 -- Take care of water during construction.

" 3 -- Build concrete spillway, abutment and wingwall.

" 4 -- Build earth dike.

" 5 -- Riprap slopes

" 6 -- Clean up site upon completion of job.

DETAILED SPECIFICATIONS

Item 1 -- Access to Site

The Contractor shall build such temporary roads to the site as he may require to carry on his work.

Item 2 -- Take Care of Water During Construction

The Contractor shall take care of all water during construction, in such a manner that the Company or other parties will not be damaged.

Cofferdams are to be built where necessary to protect the work.

The main cofferdam is to be built to a general elevation of 224.0 in order that the water may be maintained at a sufficient eleva-

tion to furnish water for the mill on the east side of the river.

The middle section of the cofferdam shall be planked over to form a temporary spillway and the two ends shall be built to about elevation 226.0 to protect the two sections of the concrete spillway to be built in the first stage.

After the above two sections of the concrete spillway is completed the north end of the cofferdam is to be lowered and the center section raised to divert the water through the temporary sluice and the permanent sluice gate left in the concrete spillway.

Such other cofferdams as are necessary to permit all concrete work to be done in the dry are to be built by the Contractor.

All cofferdam structures are to be built substantially and are to be reasonably tight so that a minimum of pumping will be required.

He is to do all pumping necessary in order to place concrete material in the dry and is to have sufficient reliable pumping equipment on the job so that work will not be delayed.

Item 3 -- Build Concrete Spillway, Abutments and Wing Walls.

(a) Excavation

The concrete spillway, abutments and wing walls are to be founded upon good sound ledge.

The area under these structures shall be cleaned of all overburden and excavated to good sound ledge. All shaky or loose material is to be removed and all crevices in the sound rock are to be thoroughly cleaned out.

The ledge must be thoroughly cleaned and if found necessary must be washed with acid to remove any foreign material so that the concrete will bond.

If, the Engineer considers, after an inspection of the excavated bottom that it is necessary, a cut-off trench shall be excavated at the upstream edge of the dam. In case blasting is required, extreme care shall be taken to avoid shattering the rock outside the area excavated. This trench is to be carried to sound impervious ledge.

All seams must be grouted before concreting is started.

(b) Drains

Box drains of the size indicated on the drawings shall be placed, running parallel with the spillway, with bleeders at the low points leading to the downstream face of the dam. The drains shall be carefully placed with the box cut to fit the ledge and care shall be taken that the drainage system is carefully connected at all points and leads in all cases to outlets at the downstream toe of the dam.

It is the intention of this drainage system to intercept all leakage passing the upstream face of the dam and conduct it freely to the downstream face.

(c) Concrete

No concrete shall be poured until the foundation has been approved by the Engineer.

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The spillway, sluice gate, abutment and wing wall shall be of portland cement concrete.

The mixture shall be of the proportions of one (1) part portland cement, two and one half (2-1/2) parts of clean sharp sand, and five (5) parts crushed stone.

All horizontal and vertical construction joints shall be keyed. Keys shall be built to the dimensions shown on the drawings.

Pipe sockets shall be set in the crest of the spillway as shown, for carrying flash boards. These sockets must be set true to line. Reinforcing rods are to be wired to the top and bottom of these flash board pin sockets as shown.

A 6 ft. square sluice gate is to be built into the north end of the dam as shown on the drawings. This sluice gate is to be of cast iron with a spigot frame set into the concrete. The gate hoist is to be supported on steel beams as detailed.

The abutment at the south end of the spillway is to be built to elevation 232 and is to be about 10 feet long all as shown on the drawings.

The wing wall between the north end of the spillway and the earth dike is to be founded on ledge and is to be built to the lines and elevations shown on the drawings.

After the work is completed, all exposed surfaces shall be cleaned of all fins and projections by chiselling and hammering. All form wire, nails, bolts, or other temporary work projecting from the exposed surface of the finished work shall be cut or burned off below the surface and the hole patched.

Item 4 -- Build Earth Dike

Cleaning site and stripping

All brush and vegetation within the upstream and downstream limits of the dike shall be completely removed and burned.

After the site has been completely cleaned, the top soil shall be removed to a sufficient depth to clear the area of all roots. All material which will not form a suitable bond with the fill shall be removed. Such portions of the stripped material as will be suitable for the earth core shall be kept separate from other material and stored at a convenient location.

Core Trench Excavation

The core trench is to be excavated to an approximate depth of ten feet to facilitate the placing of the steel sheet piling.

Steel Sheet Pile Cutoff

Steel sheet piling shall be driven to an approximate depth of 30 feet below the present surface of the ground. The piling shall be driven on the center line of the dike for the entire distance from the spillway abutment to the intersection of the dike with the natural slope at the east end of the dike as shown on the drawing.

Embankment Materials

The embankment materials are to be procured from the trimming of the slope on the east side of the new channel, made by the recent

flood, and from the area north of the new dike.

In order to obtain the materials from the slope on the east side of the channel it will be necessary to bench a truck road leading from the level ground south of the new dike location and the materials worked down the trimmed slope. This road will also be used for placing riprap.

The materials taken from the north side of the dike are to be procured at a sufficient distance away from the dike so as not to damage the impervious blanket near the dike.

In building the dike the contractor is to so deposit his materials that the finer materials will be in the center and the coarser materials will be in the shoulders as indicated on the drawings.

In general all refill and embankment materials shall be free from perishable matter, stones of such size as would interfere with proper compacting, and from materials liable to become unstable when saturated with water after having been compacted. All stones too large to remain in the body of the fill shall be separated and placed at the surface of the slopes and spaces between them filled with compact material.

The core material shall consist of the fines, free from vegetation, stones, muck, porous materials, or other undesirable matter.

No frozen material shall be used in any portion of the embankment.

Embankment

The embankment shall be constructed by the rolled fill method.

The material for the core shall be spread in approximately horizontal layers not exceeding 6 inches in thickness when compacted and, unless the soil is moist the surface shall be sprinkled before placing each new layer.

The core material is to be compacted with bulldozers and by contractor's trucks.

Care shall be taken in starting the refill of the core trench to thoroughly fill all irregularities. This work may require some hand placing and tamping.

Embankment outside of the core shall be formed by spreading the material in layers, approximately 12 inches thick, consolidating it with water and allowing it to settle and be compacted by the action of the weather and the Contractor's operations.

The embankment shall be built to a height of above the finished grade which will in the opinion of the Engineer, allow for shrinkage.

Exposed surfaces of the embankment shall be neatly trimmed to the required slopes.

Portions of the embankment are to be riprapped as shown.

Item 5 -- Riprap Slopes

The slopes along the northerly and easterly sides of the discharge channel downstream from the new spillway are to be trimmed to a slope of 1-1/2 on 1 and the toe of these slopes are to be riprapped.

The riprap material is to be of stones one-man or larger.

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The toe of the riprap will be hand placed and the balance dumped from trucks run out on the benched road for trimming the slope.

The riprap is to be placed to the elevation indicated on the drawing.

The minimum thickness is to be 18 inches.

Item 6 -- Clean up Site upon Completion of Job.

After the work is completed, all work shall be carefully cleaned of all refuse and debris and the surrounding ground shall be cleaned of all rubbish caused by construction work and left in a clean and presentable state.

SPECIFICATIONS FOR MATERIALS

MATERIALS FOR CONCRETE

The following specifications for materials for concrete apply to the materials for either plain or reinforced concrete.

Cement

All cement shall be of a brand satisfactory to the Engineer and meet the Standard Specifications for Portland Cement of the American Society for Testing Materials as from time to time revised. To insure this, the Owners will make a sufficient number of tests from suitable samples, furnished by the Contractor, taken from each carload shipped.

All shipments of cement and aggregates being tested shall be marked with date of receipt, car number, and held intact until the "7 day test" is reported upon.

Cement failing to meet the 7 day requirements may be held awaiting the result of the 28 day tests before rejection. Stored cement shall be protected from the weather and ground moisture.

Fine Aggregates

This shall consist of sand, crushed stone or gravel screenings, graded from fine to coarse, and passing, when dry, a screen having holes 1/4 inch in diameter. It shall be of silicious material, clean, coarse, free from dust, soft materials, vegetable loam, or other deleterious matter; and not more than 6% shall pass a sieve have 100 meshes per linear inch. Mortars composed one (1) part portland cement and three (3) parts fine aggregates by weight, when made into briquettes, shall show a tensile strength at least equal to 90% of the strength of 1 : 3 mortar of the same consistency made with the same cement and standard "Ottawa" sand. If the sand for reinforced work be of a poorer quality, the proportion of cement in the mortar shall be increased to secure the desired strength, but need not be for plain concrete.

If the strength developed by the aggregate in the 1 : 3 mortar is less than 70% of the strength of the standard sand mortar, it shall be rejected for all uses.

Coarse Aggregates

This shall consist of crushed trap rock, granite, or other hard rock. It shall be that part which is retained on a screen having holes 1/4 inch in diameter and passing a screen having holes 4 inches in diameter for plain concrete, and 1-1/4 inches in diameter for all reinforced concrete work. All coarse aggregate shall be graded from

the smallest to the largest particles and shall be clean, hard, durable, and free from all deleterious matter.

No material having dust, and soft, flat or elongated particles shall be used.

Gravel may be used for the coarse aggregates in plain concrete, provided it fulfills the above specifications and permission is given by the Engineer.

Water

All water used in mixing concrete shall be free from oil, acid, alkalies, or organic matter. Water shall be supplied to the batches in a uniform and accurate manner.

Measuring Aggregates

The measurement of the fine and coarse aggregates shall be done separately by loose volume in a uniform and accurate manner which can be approved by the Engineer. Water shall be measured at each mixer in containers adapted to ready adjustment and to accurate delivery of variable quantities.

Unit of Measure

The unit of measure shall be the cubic foot, a bag of cement containing 94 lbs. net shall be considered the equivalent of one cubic foot.

Proportions

The mixture to be used is one part cement, two and one half parts of sand and five parts of crushed rock. The mixture may be varied slightly by the Engineer if it is found that a denser mixture will result.

Water in all cases shall be the least consistent with the workability of the mix. Not more than 6-1/2 gallons of water shall be used per bag of cement in any case.

Supplementing the delivery of measured quantities of water with additional water because of slowness of discharge, or for any reason, will not be permitted.

Sloppy or overwet concrete shall not be used. The rejection and removal of overwet concrete either before or after placing in forms may, at the Engineer's discretion, be required.

MIXING CONCRETE

Thorough and complete mixing must be given all concrete to get maximum density and strength.

Machine mixing will be required in all cases, unless otherwise permitted in writing, and a mixer producing uniform consistency must be used. Mixing shall continue for at least two minutes after all ingredients are assembled in the mixer.

Water shall not be admitted to the mixer until the cement, sand and crushed stone shall have had at least three complete turns of the mixer.

If hand mixing is permitted, it shall be done on a water-tight platform and the ingredients shall be turned together at least six times and more if it is necessary, to get a homogeneous appearance and color in the mass.

The concrete shall be wet enough to be of such a consistence as will flow into the forms and around all reinforcement when used, but at the same time can be conveyed from the mixer to the forms without separation of the coarse aggregates from the mortar.

Retempering mortar or concrete with water shall not be permitted after they have partly set, nor shall they be used after they have partly set.

PLACING CONCRETE

Before placing concrete, all debris shall be removed from the forms and they shall be thoroughly oiled with the best mineral form oil. Water may be used for minor locations, except in freezing temperature.

After mixing, concrete must be placed in the forms as quickly as possible, in small masses, and in such a manner as to permit thorough compacting by suitable tools, which are to be approved by the Engineer.

The concrete must be made compact and dense and all surplus water forced to the surface. Formation of laitance shall be avoided if possible, but removed if formed.

Concrete shall be especially cut against the forms of all exposed surfaces to remove all voids and to densify.

All concrete must be handled and deposited without separation of mortar and aggregates.

Concrete must be deposited in a continuous operation for the portion fixed as the day's work, and location of joints submitted for approval of the Engineer.

When placing of concrete is suspended, all necessary grooves for joining future work shall be made before the concrete has had time to set.

All horizontal and vertical joints shall have grooves or joints of approved design in both plain and reinforced concrete, and extra reinforcement at the joints if requested and when work is resumed all joints shall be roughened, cleaned of foreign material and laitance, thoroughly wetted, and then slushed with a mortar made of one part portland cement and one part sand, mixed with water to a creamy consistency. Concrete which has taken any set shall not be used.

FREEZING WEATHER WORK

All aggregates shall be heated in freezing weather and all frost and lumps removed before mixing with the cement and water, and special precautions consisting of continuous canvas enclosures and heating by approved method shall be taken to prevent the concrete from freezing until it has thoroughly hardened.

Water shall be heated to 150° before being used. Remove frost and cold from forms by steam jets and pour concrete while warm.

FORMS

Forms shall be substantial and unyielding so that the concrete will conform to the required dimensions.

All forms shall conform to lines and grades and shall receive the approval of the Inspector.

For exposed work use planed narrow matched lumber, preferably spruce.

All forms shall be put together in such a way that leakage does not take place.

Place corner bevel strips in the forms to finish all exposed corners, sizes as shown on plans.

Oiling Forms

When finished the forms shall be cleaned of all debris and oiled with the best of mineral form oil for all reinforced work. For unimportant work thorough wetting will be permitted, except in cold weather.

All oiling must be done before any reinforcement is placed so as to prevent oil getting onto the steel.

Removal of Forms

Forms shall be removed only after the concrete is thoroughly set and hard and then only with the consent of the Engineer. The method of removal shall be submitted for approval, as sudden removal with the consequent shock and high stress will not be permitted.

If the concrete has frozen or frost gotten at the surface, the Engineer will require that heat be applied to the construction for such a length of time that will remove all frost and allow the concrete to harden naturally before forms are removed.

PROTECTION OF THE WORK

During all the stages of forming the concrete work, the Contractor must protect all parts of the structure from the evil effects of outside influences, such as the direct rays of the sun, from rain, frost, shocks, walking or wheeling on green concrete, etc. This protection shall be accomplished in a manner satisfactory to the Engineer.

Prevent the surfaces from quick drying out in summer by wetting at least twice a day for ten days, and by covering with sawdust or canvas which must be kept wet.

To prevent freezing in cold weather, cover the top surface of the new concrete with about six inches of clean hay or straw, with canvas well lapped and pinned down.

CONCRETE SURFACE FINISH

The concrete shall be placed so as to produce an even texture on the surface where exposed. Spading next the forms and pounding the forms may be required in order to make concrete dense and to remove air.

After forms are removed, the surface will be inspected by the Engineer in charge and all defects shall be made good and porous places filled with a mixture similar to that on the adjacent surface and fins removed. While the surface is moist and soft it is to be rubbed with grout and a wooden float.

No plastering of surfaces is to be allowed at any place.

That part of these specifications pertaining to the revised plan is hereby approved:

Jan. 11, 1939
Charles W. Bray

Thos. J. Costello

Edward J. Stapleton

} County

} Commissioners

REPORT OF ENGINEER

December 29, 1938

The Hon. The Board of County Commissioners
Hampden County, Court House
Springfield, Massachusetts.

Thomas J. Costello, Chairman,

Dear Sir:

In accordance with your instructions I have examined the revised plans and specifications for the construction of a dam on the Westfield River at Woronoco, in the town of Russell, which were filed for your approval by the Strathmore Paper Company of West Springfield, Mass.

The original plans and specifications were filed with the County on Nov. 14th, 1938, while the revised plans, not including a revised specifications, were filed on Dec. 20th, 1938, inasmuch, as a revised specifications to go with the revised plans, would be the same as the original ones.

The original plans and specifications for the work provided for the construction of a concrete dam to close the breach or new channel which the river cut through the natural ground north of the existing mill dam of the Strathmore Paper Company, during the hurricane-flood of September last, and for an earthen dike, 13 feet in maximum height above the present ground, running from the northerly end of the new structure, in a northerly and easterly direction, for a distance of 700 feet or thereabouts to the high bluff overlooking the river.

The revised plans differ from the original ones in two respects. In the first place, as stated above, the original plans covered the construction of an earthen dike extending from the end of the proposed new masonry dam, northerly and easterly, a distance of about 700 feet to the high bluff overlooking the river. Since the original plans were filed, however, the State, as a part of its program of restoration work, has taken over entirely the building of the earthen dike and, therefore, this part of the work is not shown on the revised plans and is not to be considered by the County for approval. Similarly, that part of the specifications which concerns the construction of the earthen dike will be disregarded in this report. In the second place, the revised plans show that the new concrete dam will be of a comewhat heavier section than was first proposed.

The work for which the Company is requesting the approval of the County at this time is therefore, the construction of a heavy concrete spillway dam, 307 feet in length and 25 feet in maximum height, extending from a rock ledge out-crop or island in the river channel, northerly to a new earthen dike to be built by the State. The dam will be built for its entire length on the ledge rock which forms the bed of the new river channel at this location. It will be of the conventional concrete gravity dam type, with vertical upstream face, rounded crest and a sloped or inclined downstream face. The slope of the downstream face will be 15 inches vertically to 12 inches horizontally, giving the base of the dam a thickness of about 24 feet at the point where the dam has its maximum height of 25 feet.

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The crest of the dam will be at the same level as the crest of the present mill dam, and 16 feet lower than the top of the new earthen dike to be built by the State, with provisions made for the installation of flashboards 2-1/2 feet in height.

Inasmuch as the new dam has been designed with a sufficient factor of safety under the maximum flood flow recorded on this section of the river, and assuming that the work will be done in a thorough manner, it is recommended that the revised plans and that part of the specifications pertaining thereto be approved.

Respectfully submitted,
James L. Tighe

INTERLOCUTORY DECREE

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting January 11, 1939

In the matter of the petition of CHAS. T. MAIN, INC.,
Engineers, for approval of plan and specifications of a dam designed for the Strathmore Paper Company of West Springfield, Mass.

Petition, plan and specifications of the proposed work were filed November 14, 1938 and a revised plan not including a revised specifications was filed on December 20, 1938, inasmuch as a revised specifications to go with the revised plan would be the same as the original ones. The revised plan and original specifications were referred to James L. Tighe, Engineer, selected by the Board of County Commissioners, and the said James L. Tighe having reported in writing (his report being on file with the case), the Commissioners do hereby approve said revised plan and that part of the specifications pertaining thereto, in accordance with report of said James L. Tighe.

Charles W. Bray)
Thos. J. Costello) County
Edward J. Stapleton) Commissioners
of the County
of Hampden

FINAL REPORT OF ENGINEER

December 13, 1940

The Hon. The Board of County Commissioners
Hampden County, Court House,
Springfield, Mass.

Charles W. Bray, Chairman:

Dear Sir:

I recommend for your acceptance the dam built by the Strathmore Paper Company on the Westfield River at Woronoco in Russell.

This dam was built across a breach in the natural ground on the east side of the mill pond, caused by the hurricane-flood of September, 1938. The work has been completed in accordance with the plans and specifications which were approved by the County on January 11, 1939.

Respectfully submitted,
James L. Tighe

FINAL DECREE

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting December 18, 1940

In the matter of the petition of Chas. T. Main, Inc., Engineers, for approval of plan and specifications of a dam designed for the Strathmore Paper Company of West Springfield, Mass.

Petition, plan and specifications of the proposed work were filed November 14, 1938 and a revised plan not including a revised specifications was on December 20, 1938, inasmuch as a revised specifications to go with the revised plan would be the same as the original ones. Said plans and specifications were referred to James L. Tighe, Engineer, who made a report in writing dated December 29, 1938, on file with this case.

On recommendation of said James L. Tighe, said revised plan and that part of the specifications pertaining thereto were duly approved on January 11, 1939.

The County Commissioners have inspected the work during its progress and also employed Mr. James L. Tighe, Engineer, to superintend the work and to make a final report on same. The said James L. Tighe has made a final report in writing to the Board of County Commissioners, dated December 13, 1940, which is on file with this case, and it appearing that said plan and specifications (revised plan) have been faithfully adhered to, it is ORDERED that same be accepted and recorded.

Charles W. Bray)
Thos. J. Costello) County
Commissioners
of the County
of Hampden

November 8, 1938

The Collins Mfg. Co.,
Petr. for approval
of plans and specifi-
cations for repairs
to the dike on the
southerly side of its
power dam across the
Chicopee River, loca-
ted in North Wilbra-
ham, just upstream
from the Cottage Ave.
bridge.

To The Honorable Board of Commissioners
for the County of Hampden

Gentlemen:

The Collins Manufacturing Company of North Wilbraham is desirous of making repairs to the dike on the Southerly side of its power dam across the Chicopee River, located in North Wilbraham, just upstream from the Cottage Avenue bridge. This repair is necessitated by the breach caused by the flood of September last.

We hereby pray that your honorable board may grant us permission to make these repairs in accordance with plans and specifications submitted herewith.

Respectfully submitted,
COLLINS MANUFACTURING COMPANY

(Signed) Paul C. Bast

Paul C. Bast
Vice President and Treasurer.

The foregoing petition was entered on the 13th day of December 1938, and due proceedings having been had thereon, the following Specifications were filed December 13, 1938; Report of Engineer was filed on January 17, 1939; Interlocutory Decree was filed on January 18, 1939; Final Report of Engineer was filed on December 13, 1940; and Final Decree was filed on December 18, 1940, to wit:

November 1, 1938

Collins Manufacturing Company
SPECIFICATIONS FOR
PROPOSED REPAIRS TO DIKE AT SOUTH END OF DAM
On
CHICOPEE RIVER, NORTH WILBRAHAM, MASS.

LOCATION

The dike to be repaired is located at the southerly end of the masonry dam of the Collins Mfg. Co. in North Wilbraham about 250 feet easterly from Cottage Avenue, so-called.

WORK PLANNED

It is proposed to backfill the breached section of earth dike with an impervious material in the upstream section, and a pervious material for the downstream section. The existing masonry walls are to be extended with concrete upstream and downstream as necessary to form the northerly abutment; and a concrete cut-off wall provided extending out from the abutment wall approximately under the upstream side of the top of the dam about 25 feet. The upstream slope is to be protected from scour by a 24" layer of heavy Rip Rap laid on 12" of gravel. The upstream slope is to be 2-1/2:1 and the downstream slope 2:1 with a 10 foot wide top at elevation 232. The top will be about 5 feet higher than the top of the present bank so it will be necessary to extend the dike about 150 feet southerly from the breach to higher ground.

CLEANING THE BOTTOM

The bottom shall be cleared of all stumps, roots, loose stones and other foreign matter before placing any new fill. The upstream half under the impervious section shall be excavated down through any slightly pervious gravel to a solid, fairly impervious stratum. The downstream half shall be cleared of loose stone and foreign matter down to a solid foundation of reasonably uniform material either pervious or impervious.

In the section where the dike is extended southerly the sod and loose loam shall be removed and the surface roughened so that the new fill will be well bonded to the existing earth surface.

IMPERVIOUS MATERIAL

The impervious material to be used in the upstream section shall be a well graded material containing sufficient fines to secure a reasonable degree of imperviousness, but must not be unstable due to excessive fines, or excessive uniformity. No stone greater than 6" in diameter shall be present in this material, and any stones present

shall be completely surrounded by the finer material. If a highly impervious material is obtainable of low stability, it may be used in the form of a layer 5 feet thick which will make a lift about 10 feet wide as deposited horizontally. Additional impervious material shall be used in front of and across the end of the concrete cut-off wall to insure against seepage passing around this cut-off.

The southerly extension of the dike to attain elevation 232 shall be made entirely of impervious material, but it shall be selected material having good stability characteristics.

PERVIOUS FILL

The pervious fill shall be a well graded gravel free from fines. This material shall be deposited in layers not more than 8" thick and thoroughly rolled and compacted with trucks and heavy tractor or bulldozer. No stone greater than 6" in diameter shall be used in this section and care shall be taken not to have several stones grouped together without adequate finer material.

CONCRETE MASONRY

The concrete shall be 1:2-1/2:4 mix conforming to standard specifications for concrete. All walls shall be provided with footings one foot wider front and back than the base of the wall resting on them. These footings shall be carried down 6'± below the present surface and in all cases well into a solid impervious stratum. As far as possible the trench sides shall serve as forms, with care being taken to excavate accurately to the required lines. The abutment walls shall have a top width of 2 feet and back face (toward the fill) batter of 4" per foot. These walls will not be reinforced, but shall be carefully bonded at construction joints by use of long stone not less than 6" in any diameter to extend not less than 9" into the first pour and 9" above the temporary surface to extend up into the next pour. These key stones shall be spaced approximately 3 feet on centers, and in walls more than 3 feet thick there shall be two rows, each 12"± back from one face of the wall. The cut-off wall shall be 12" thick reinforced with 3/4"Ø reinforcing steel vertical rods 6" on centers 1 3/4" in from each face and 3/4"Ø horizontal rods 12" on center 1" in from each face. 4' long 3/4"Ø dowels shall be set 2 feet into the footing 6" on centers 2" in from the proposed face of the 12" wall to tie wall and footing together. Vertical steel in the 12" wall shall rest on the footing, giving 24" overlap of wall steel with dowels.

The cut-off wall shall be carefully keyed into the existing stone masonry abutment by cutting a suitable groove into it not less than 6" deep and 6" wide.

RIP RAP

The entire upstream face of the new work shall be surfaced with a 24" layer of heavy Rip Rap laid on a 12" gravel base. No stone shall have a diameter less than 12" except for smaller stone which shall be used for chinking surface voids. Care shall be taken in placing this Rip Rap to obtain a reasonably solid mass without large

voids. As far as practicable stone laid by hand shall be placed with the long dimension perpendicular to the slope, except for the larger stone which when laid flat will be 18" thick or over.

Nathaniel Clapp
Civil Engineer
Palmer, Mass.

REPORT OF ENGINEER

January 11, 1939

The Hon. The Board of County Commissioners
Hampden County, Court House
Springfield, Massachusetts

Charles W. Bray, Chairman.

Dear Sir:

I have examined the plans and specifications filed for your approval on Dec. 13, 1938 for the repairs to the washout located at the southerly end of the Collins Manufacturing dam on the Chicopee River in North Wilbraham, and report as follows:

The Collins Manufacturing Company dam is located on the Chicopee River in the village of North Wilbraham, at a point where the drainage area of the river is six hundred and eighty-one square miles. It is a stone masonry spillway structure backed with earth, about 250 feet in length and 20 feet in height. Along the entire length of the downstream face is a horizontal wood apron which protects the toe of the dam from erosion. At the southerly end of the dam proper is a heavy stone masonry headgate structure through which the water is admitted to the power canal leading to the manufacturing plant about a thousand feet downstream.

In the hurricane-flood which occurred during the week beginning September 18th, 1938, the flood water caused a washout of the earth at the end of this head gate structure and the plans and specifications filed provide for the construction of an earthen dike some 5 feet higher and 150 feet longer than the section washed out.

This dike will be an earthen embankment, 19 feet in maximum height and about 240 feet in length extending from the existing masonry wing wall of the headgate structure to the higher ground on the southerly bank of the river. It will be 10 feet in width on top with slopes of 1 on 2-1/2 upstream and 1 on 2 downstream. The upstream slope will be surfaced with a heavy layer of stone rip-rap, 2 feet in thickness, as a protection against wave action.

For a length of 25 feet from the masonry wall of the gate-house structure or where the washout was deepest the dike will contain a reinforced concrete core wall, 12 inches in thickness, resting upon a concrete base 3 feet in thickness countersunk 6 feet below the present ground surface. The core wall will extend to within 3 feet of the top of the dike.

The work is to be done as a Works Progress Administration project, and since the plans and specifications, if properly carried out, should result in a stable structure, I would recommend that they be approved.

Respectfully submitted,
James L. Tighe

INTERLOCUTORY DECREE

November 8, 1938

To The Honorable Board of Commissioners
for the County of Hampden

Gentlemen:

The Collins Manufacturing Company of North Wilbraham is desirous of making repairs to the dike on the Southerly side of its power dam across the Chicopee River, located in North Wilbraham, just upstream from the Cottage Avenue bridge. This repair is necessitated by the breach caused by the floos of September last.

We hereby pray that your honorable board may grant us permission to make these repairs in accordance with plans and specifications submitted herewith.

Respectfully submitted,

COLLINS MANUFACTURING COMPANY

(Signed)

Paul C. Bast

Paul C. Bast

Vice President and Treasurer.

Hampden, ss: COUNTY COMMISSIONERS' MEETING January 18, 1939

The foregoing petition was entered on the thirteenth day of December in the year of our Lord, One Thousand Nine Hundred and Thirty-Eight, when the said petitioner filed said plan and specifications for repairs to the dike on the southerly side of its power dam across the Chicopee River, located in North Wilbraham, just upstream from the Cottage Ave., bridge. Said plan and specifications of the proposed work having been submitted to James L. Tighe, Engineer, selected by the Board of County Commissioners, and that said James L. Tighe having reported in writing (his report being on file with the case), the Commissioners do hereby approve said plan and specifications in accordance with report of said James L. Tighe.

Charles W. Bray)

Thos. J. Costello)

Edward J. Stapleton)

)County
)Commissioners
)of the County
)of Hampden

FINAL REPORT OF ENGINEER

December 13, 1940

The Hon. The Board of County Commissioners
Hampden County, Court House
Springfield, Mass.

Charles W. Bray, Chairman:

Dear Sir:

I recommend for your acceptance the repairs made upon the washout in the natural ground at the southerly end of the Collins Manufacturing Company dam on the Chicopee River in North Wilbraham.

The plans and specifications for these repairs were approved by the County on January 18, 1939, and provided for the construction of an earthen dike across the washout which occurred during the hurricane-flood of September, 1938.

It should be noted that after the owner's plans and specifications were approved by the County, the construction of this dike was

taken over by the State of Massachusetts as a part of its program of reconstruction following the flood. Under the direction of the State, the work was carried out substantially in accordance with the plans and specifications approved, although in place of the concrete core wall some 25 feet in length as proposed, a heavy steel sheet piling core wall about 60 feet in length was used. The substitution of this longer, steel corewall, driven well into the natural ground, did not lessen, but rather increased the stability of the dike.

Respectfully submitted,

James L. Tighe

FINAL DECREE

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting December 18, 1940

In the matter of the petition of the Collins Manufacturing Company for approval of plans and specifications for repairs to the dike on the southerly side of its power dam across the Chicopee River, located in North Wilbraham, just upstream from the Cottage Avenue Bridge.

Petition, plan and specifications of the proposed work were filed December 13, 1938. Said plan and specifications were referred to James L. Tighe, Engineer, who made a report in writing dated January 11, 1939, on file with this case. On recommendation of said James L. Tighe, said plan and specifications were duly approved on January 18, 1939.

The County Commissioners have inspected the work during its progress and also employed Mr. James L. Tighe, Engineer, to superintend the work and to make a final report on same. The said James L. Tighe has made a final report in writing to the Board of County Commissioners, dated December 13, 1940, which is on file with this case, and it appearing that said plan and specifications have been faithfully adhered to, it is ORDERED that same be accepted and recorded.

It should be noted that after the owner's plans and specifications were approved by the County, the construction of this dike was taken over by the State of Massachusetts as a part of its program of reconstruction following the flood. Under the direction of the State, the work was carried out substantially in accordance with the plans and specifications approved, although in place of the concrete core wall some 25 feet in length as proposed, a heavy steel sheet piling core wall about 60 feet in length was used. The substitution of this longer, steel corewall, driven well into the natural ground, did not lessen, but rather increased the stability of the dike.

Charles W. Bray)
Thos. J. Costello) County
Commissioners
of the County
of Hampden

Oct. Meeting 1940

The Colgan-Sherman Corporation Petrs. for approval of plans and specifications for repairs to the dike on the west side of its upper dam in Thorndike where it was breached by the flood, located on the Ware River about one-quarter mile upstream from the Church Street Bridge.

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COMMONWEALTH OF MASSACHUSETTS

November 8, 1938

Hampden ss

TO THE HONORABLE BOARD OF COUNTY COMMISSIONERS
FOR THE COUNTY OF HAMPDEN

Gentlemen:

The Colgan-Sherman Corporation of Palmer is desirous of having repairs made to the dike on the west side of its upper dam in Thorndike where it was breached by the flood of September last. This dam is located on the Ware River about one-quarter mile upstream from the Church Street Bridge.

We hereby pray that your honorable board will approve these repairs in accordance with plans and specifications submitted herewith.

Yours very respectfully,

THE COLGAN-SHERMAN CORPORATION

By Andrew D. Berkey

Treasurer.

The foregoing petition was entered on the 13th day of December 1938, and due proceedings having been had thereon, the following Specifications were filed on December 13, 1938; Report of Engineer was filed on January 3, 1939; Interlocutory Decree was filed on January 11, 1939; Final Report of Engineer was filed on December 13, 1940; and Final Decree was filed on December 18, 1940, to wit:

November 2, 1938

SPECIFICATIONS FOR REPAIRS TO WEST DIKE

At

UPPER DAM ON WARE RIVER
THORNDIKE, PALMER, MASS.

LOCATION

The proposed work is on land of the Colgan-Sherman Corporation on the westerly side of its Upper Dam across the Ware River about 1/4 mile upstream from the Church Street crossing in the village of Thorndike, Town of Palmer, Mass.

WORK PLANNED

A section of the embankment about 100 feet in length and about 15 feet deep was washed out on the westerly side of the canal gate house. This embankment is to be replaced by an earth dike faced with Rip Rap and provided with a concrete core wall to extend out from the masonry abutment wall at the gate house about 40 feet into the new earth fill. A cofferdam of heavy stone faced with earth is to be provided to close off the flow of water. Back of this cofferdam the bottom is to be cleared of loose stone and down to undisturbed impervious earth for a width of not less than 30 feet and extending out from the masonry wall not less than 60 feet. Near the upstream side of this cleared area the cut off wall is to be located as shown on plan. The fill on both sides of the concrete cut off wall is to be a well graded stable material fairly impervious. The cofferdam will become an integral part of the upstream shoulder with a slope of 2-1/2:1 or flatter.

The surface shall be protected with a 36" layer of heavy Rip Rap laid on a 12" gravel base. The partially damaged masonry wing wall upstream from the gate house is to be raised as necessary to retain the new fill. Downstream from the impervious section which will extend 25'± downstream from the concrete cut-off wall, the foundation will be cleaned up only to the extent necessary to utilize the larger stones for rip-rap. The fill in this area shall be coarse gravel and will extend for some distance downstream, but shall in all cases be outside a line having a 2:1 slope from a minimum top width of 10 feet. The top grade shall be at El. 372 or about 4 feet higher than the present stone masonry abutment walls to the spillway section of the dam.

CLEANING UP BOTTOM

As indicated on the plans the dike fill will be some 110 feet in width on the westerly side and in refilling the section of Hill Street washed out there will be a total backing about 200 feet long for this section, consequently excessive care will not be necessary in sealing off this section. As already stated, however, the section just below the cofferdam shall be carefully cleaned out down to undisturbed earth for a strip not less than 30 feet in width and extending 60 feet out from the gate house wing wall to insure adequate bond and reduction of seepage in the area near the wing wall.

IMPERVIOUS EARTH FILL

The impervious earth fill section is to be located on both sides of the concrete cut-off wall and to extend 20 feet westerly therefrom. Material to be used shall be a fine, well graded soil containing enough fines to be fairly impervious and enough larger particles to be reasonably stable. This fill may be puddled or placed in 6" layers and thoroughly rolled with a tractor, bulldozer or equivalent.

GRAVEL FILL

The section downstream from the impervious fill backing the concrete cut-off wall is to be a well graded gravel fill deposited in layers not over 8" thick and thoroughly rolled into place with a tractor, bulldozer or equivalent. This will provide a stable, pervious shoulder on the downstream side of the dike through which seepage may escape into the canal.

CONCRETE CUT-OFF WALL

The concrete cut-off wall is to extend from the existing masonry wall near the upstream side of the gate house westerly about 40 feet to the east end of the face of some old wood sheeting. This wall is to rest on a concrete footing 3 feet wide, extending down not less than 18" into an impervious stratum. Concrete shall be a 1:2:4 mix in accordance with standard specifications. 1/2" ϕ rods of reinforcing steel shall be placed 6" on centers both horizontally and vertically on both faces. All concrete shall be placed in the dry.

CONCRETE ABUTMENT WALLS

The present granite masonry abutment walls shall be raised and extended with concrete as necessary to support the new earth fill. Concrete shall be a 1:2:4 mix with a water-cement ratio of 6 gals. per

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sack and in accordance with standard specifications. All concrete shall be placed in the dry.

RIP-RAP

The entire upstream face of the new work shall be surfaced with a 36" layer of heavy rip-rap. Insofar as practicable the long diameter shall be laid perpendicular to the slope. Enough stone shall be hand placed to insure a well packed mass without large voids. All large surface voids shall be hand chinked with the largest stone possible.

Nathaniel Clapp
Civil Engineer
Palmer, Mass.

REPORT OF ENGINEER

December 31, 1938

The Hon. The Board of County Commissioners
Hampden County, Court House,
Springfield, Massachusetts

Thomas J. Costello, Chairman,

Dear Sir:

In accordance with your instructions, I have examined the plans and specifications for repairs to be made at the westerly end of the Upper Dam of the Colgan-Sherman Corp. in the village of Thorndike, Town of Palmer, which were filed for your approval on Dec. 13, 1938, and report as follows:

The Upper Dam of the Colgan-Sherman Corp. is located on the Ware River about one-quarter of a mile upstream from the Church Street Bridge in the village of Thorndike, at a point where the drainage area of the river is 218 square miles. The dam proper is a gravity concrete spillway structure of the Ogee type, 174 feet in length and 17 feet in height, at each end of which are heavy stone abutments.

On the easterly side of the river, between the dam proper and the tracks of the Boston & Albany Railroad, is a combination timber, earth and rock-fill dike, about 200 feet in length and 17 feet in maximum height.

On the westerly side of the river, and about 80 feet from the dam proper, is located the canal gatehouse structure, through which the water from the mill pond enters the power canal leading to the mills in the village below.

In the hurricane-flood of September last, the flood waters topped the natural ground west of the canal gatehouse, and caused a wash-out some 100 feet in length and 15 feet in depth between the canal gatehouse and Hill Street, which passes along the river bank close by.

According to the plans and specifications filed, this wash-out or breach is to be closed by the construction of a permanent earthen embankment to replace the material washed away. This embankment will have a length of about 100 feet and a maximum height of 20 feet. At its easterly end, the embankment will abutt the masonry wing wall of the canal gatehouse, which is to be raised with concrete

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as required to retain the new fill.

The top of the new embankment will vary in width from 45 feet at the westerly end to 10 feet above the crest of the dam. The upstream slope of the embankment will be 1 on 2-1/2, provided with a heavy rock fill toe and surfaced with a layer of heavy stone rip-rap to protect it from wave action. The downstream slope will be not less than 1 on 2. In the building of the embankment, fine impervious material will be used through the center of the structure, with gravel fill towards the outer surfaces. Beginning at the present gatehouse and running westerly a distance of about 40 feet, the embankment will contain a reinforced concrete core wall, 12 inches in thickness, countersunk not less than 16 inches to impervious soil in the foundation and extending up to a level with the top of the earth fill.

The work is to be done as a Works Progress Administration project, and since the plans and specifications, if properly carried out, should result in a stable structure, I would recommend them for your approval.

Respectfully submitted,

James L. Tighe

INTERLOCUTORY DECREE

COMMONWEALTH OF MASSACHUSETTS

Hampden ss

November 8, 1938

TO THE HONORABLE BOARD OF COUNTY COMMISSIONERS

FOR THE COUNTY OF HAMPDEN

Gentlemen:

The Colgan-Sherman Corporation of Palmer is desirous of having repairs made to the dike on the west side of its upper dam in Thorndike where it was breached by the flood of September last. This dam is located on the Ware River about one-quarter mile upstream from the Church Street Bridge.

We hereby pray that your honorable board will approve these repairs in accordance with plans and specifications submitted herewith.

Yours very respectfully,

THE COLGAN-SHERMAN CORPORATION

By Andrew D. Berkey
Treasurer.

Hampden, ss:

COUNTY COMMISSIONERS' MEETING

January 11, 1939

The foregoing petition was entered on the thirteenth day of December in the year of our Lord, One Thousand Nine Hundred and Thirty-Eight, when the said petitioner filed said plan and specifications for repairs to the dike on the west side of its upper dam in Thorndike where it was breached by the flood, located on the Ware River about one-quarter mile upstream from the Church Street Bridge. Said Plan and specifications of the proposed work having been submitted to James L. Tighe, Engineer, selected by the Board of County Commissioners, and the said James L. Tighe having reported in writing (his report being on file with the case), the Commissioners do hereby approve said plan and specifications in accordance with report of said James L. Tighe.

Charles W. Bray)
Thos. J. Costello) County
Edward J. Stapleton) Commissioners
of the County
of Hampden

FINAL REPORT OF ENGINEER

December 13, 1940

The Hon. The Board of County Commissioners
Hampden County, Court House
Springfield, Mass.

Charles W. Bray, Chairman:

Dear Sir:

I recommend for your acceptance the repairs made upon the earth dike located near the west end of the upper dam owned by the Colgan-Sherman Corporation on the Ware River at Thorndike.

This repair work has been completed in accordance with the plans and specifications therefor, which were approved by the County on January 11, 1939.

Respectfully submitted,

James L. Tighe

FINAL DECREE

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting December 18, 1940

In the matter of the petition of The Colgan-Sherman Corporation for approval of plans and specifications for repairs to the dike on the west side of its upper dam in Thorndike where it was breached by the flood, located on the Ware River about one-quarter mile upstream from the Church Street Bridge.

Petition, plan and specifications of the proposed work were filed December 13, 1938. Said plan and specifications were referred to James L. Tighe, Engineer, who made a report in writing dated December 31, 1938, on file with this case. On recommendation of said James L. Tighe, said plan and specifications were duly approved on January 11, 1939.

The County Commissioners have inspected the work during its progress and also employed Mr. James L. Tighe, Engineer, to superintend the work and to make a final report on same. The said James L. Tighe has made a final report in writing to the Board of County Commissioners, dated December 13, 1940, which is on file with this case, and it appearing that said plan and specifications have been faithfully adhered to, it is ORDERED that same be accepted and recorded.

Charles W. Bray)
Thos. J. Costello) County
of the County
of Hampden

Blandford, Selectmen
of the Town of, Petrs.
for specific repairs
on Russell Road and
Otis Stage Road, and
for aid.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

Respectfully represent the undersigned, Selectmen of the Town of BLANDFORD in said County, that common convenience and necessity require that the following highways be specifically repaired by resurfacing, grading or hardening and otherwise repaired as may be necessary:

Otis State Road leading from Blandford to Otis Line
the work to begin at Station 127 to 241
in an easterly direction
for a distance of 11,400 feet more or less:

Dated this 17 day of May 1940

S. A. Anderson

Wm. H. Hepsley

Selectmen of the Town of Blandford

The foregoing petition was entered on the 31st day of May 1940, and due proceedings having been had thereon, on the 20th day of November 1940, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting November 20, 1940

On the petition of the Selectmen of the Town of Blandford
for specific repairs on Russell Road and Otis Stage Road, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the sixteenth day of August, A. D. 1940, view said highways and hear all parties interested and did adjudge that specific repairs should be made. At the time of said hearing no person interested having objected after adjudicating as aforesaid, said Commissioners order specific repairs made on Russell Road from station 0+0 to station 50+0 and from station 69+0 to station 117+0, and on Otis Stage Road from station 126+0 to station 218+0; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Blandford a sum not to exceed EIGHT HUNDRED DOLLARS (\$800.00) towards the repairing of these roads.

All damages sustained by any person by reason of said repairs on these roads shall be paid by the Town of Blandford.

Charles W. Bray)
Edward J. Stapleton) County
John F. Hennessy) Commissioners
of the County
of Hampden

John F. Hennessy of Springfield acted as County Commissioner in the above matter in place of Commissioner Thomas J. Costello who was absent from the Commonwealth.

Oct. Meeting 1940

Blandford, Selectmen of the Town of, Petrs. for relocation, alterations and specific repairs on the Blandford-Russell Stage Road beginning at Blandford-Russell Town Line and extending westerly toward Blandford, a distance of 800 feet more or less, and for aid.

37

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

Respectfully represent the undersigned, Selectmen of the Town of BLANDFORD in said County, that common convenience and necessity require that the highway leading from Blandford Village to Russell Line and known as Blandford & Russell Stage Rd. be relocated, that alterations be made in its course and width, and that said road be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at Blandford & Russell Town Line and extend in a Westerly direction toward Blandford a distance of 800 feet more or less.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may make such re-location and alterations and may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this 17 day of May 1940

W. V. Bodurtha

S. A. Anderson

Wm. H. Hepsley

Selectmen of the Town of Blandford

The foregoing petition was entered on the 31st day of May 1940, and due proceedings having been had thereon, on the 20th day of November 1940, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting November 20, 1940

On the petition of the Selectmen of the Town of Blandford for relocation, alterations and specific repairs on the Blandford-Russell Stage Road beginning at Blandford Town Line and extending westerly toward Blandford, a distance of 800 feet more or less, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the sixteenth day of August, A. D. 1940, view said highway and hear all parties interested and did adjudge that specific repairs (construction) should be made. At the time of said hearing no person interested having objected after adjudicating as aforesaid, said Commissioners order the following work to be done:

The work to consist of installing 116' of corrugated iron pipe, 500' of 6" perforated, corrugated side drain, construction of log cribbing on the south side of the roadway, and the construction of a rock fill slope on the north side, all of this work to be done between station 132+0 and station 137+0 on the Russell Road in the town of Blandford, and in accordance with specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs (construction) to be made and completed to the satisfaction of the County Commissioners and the County of Hampden

COMMONWEALTH OF MASSACHUSETTS
BOARD OF COUNTY COMMISSIONERS FOR
THE COUNTY OF HAMPDEN

UNITED ELECTRIC LIGHT COMPANY,
Appellant.

v

BOARD OF ASSESSORS OF THE TOWN
OF WEST SPRINGFIELD,

Appellee.

APPEAL FROM REFUSAL TO ABATE TAX

1. This is an appeal from the refusal of the Appellee to abate a tax for the year 1939, assessed on real estate and personal property owned by the Appellant in the Town of West Springfield.

2. On January 1, 1939, the Appellant was the owner of certain real estate and personal property situated in the Town of West Springfield, and including real estate, poles, underground conduits, wires, and pipes. The Appellant has duly brought in to the Appellee a true list of its personal estate as required by General Laws (Ter. Ed.) Chapter 59, Section 61.

3. The Appellee valued the above described property at \$1,068,100.00, and assessed to the Appellant a tax thereon, at the rate of \$35.00 per \$1,000, in the amount of \$37,383.50.

4. The tax was paid on October 30, 1939.

5. On or about November 23, 1939, the Appellant received from the Commissioner of Corporations and Taxation (hereinafter called the "Commissioner") a notification dated November 22, 1939, a copy of which marked "A" is attached hereto and made a part hereof. Said notification was given pursuant to the provisions of Section 68A of Chapter 63 of the General Laws (Ter. Ed.), and the Appellant was thereby advised that in determining the amount of the Appellant's corporate franchise tax for the year 1939 the Commissioner had found the value of the aforesaid property of the Appellant to be \$4500 less than the amount at which said property was assessed and taxed by the Appellee, and had deducted only said smaller value so determined by him from the true value of the Appellant's corporate franchise as found by him.

6. Pursuant to the provisions of the aforesaid Section 68A, the Appellant thereupon on December 18, 1939, made application in writing to the Appellee, on a form approved by the Commissioner, for an abatement of the aforesaid tax assessed by the Appellee, but the Appellee has taken no action on said application although more than four (4) months have elapsed since the making thereof. Also pursuant to the provisions of the aforesaid Section 68A the Appellant now makes this appeal to this Board and concurrently with the filing

hereof has mailed to the Commissioner a notice of such filing and a copy hereof.

7. The Appellant is aggrieved by the failure of the Appellee to abate the aforesaid tax and objects thereto on the ground that without such abatement the Appellant will be illegally and improperly subjected to double taxation on its aforesaid real and personal property to the extent of that portion of the value thereof as determined by the Appellee (namely, \$4500) which is not deducted by the Commissioner from the value of the Appellant's corporate franchise in determining the Appellant's corporate franchise tax.

8. The Appellant prays that a hearing may be had upon this petition and that such portion of the tax as may be determined to be excessive be abated, and for such further relief as may be proper.

9. Service of papers in connection with this appeal may be made on David R. Pokross, addressed to 201 Devonshire Street, Boston, Massachusetts (tel Hub. 5562).

UNITED ELECTRIC LIGHT COMPANY

By

Sidney W. Stevens
President

"A"

THE COMMONWEALTH OF MASSACHUSETTS
Department of
Corporations and Taxation
State House, Boston
Nov. 22, 1939

To the Treasurer of
United Electric Light Company
73 State Street
Springfield, Massachusetts

Acting under the authority of Section 68A of Chapter 63 of the General Laws, inserted by Chapter 13 of the Acts of 1928, you are hereby advised that in determining the 1939 franchise tax, as Commissioner of Corporations and Taxation, I have disallowed the sum of \$4,500 on so much of the credit to be applied against the value of all the shares constituting the capital stock of the United Electric Light Company as is attributed by the Assessors of West Springfield to real estate, poles, underground conduits, wires and pipes situated in the Town of West Springfield.

For your convenience there is given you below a copy of Section 68A of Chapter 63 of the General Laws:

If the value of the works, structures, real estate, motor vehicles, machinery, poles, underground conduits, wires and pipes owned by a corporation taxable under any provision of this chapter and which are subject to local taxation within the commonwealth, as determined by the commissioner, is less than the value thereof as determined by the assessors of the town where it is situated, he shall give notice of his determination to such corporation; and, unless within

one month after the date of such notice it applies to said assessors for an abatement, and upon their refusal to grant an abatement, prosecutes an appeal under section sixty-four of chapter fifty-nine, giving notice thereof to the commissioner, the valuation of the commissioner shall be conclusive upon said corporation.

Very truly yours,
/s/ HENRY F. LONG

Copy to Board of
Assessors of West Spring-
field

Commissioner of Corporations and
Taxation

The following Withdrawal of Appeal was filed October ninth, 1940.

COMMONWEALTH OF MASSACHUSETTS
BOARD OF COUNTY COMMISSIONERS FOR
THE COUNTY OF HAMPDEN

UNITED ELECTRIC LIGHT COMPANY,
Appellant

v.

BOARD OF ASSESSORS OF THE TOWN
OF WEST SPRINGFIELD,
Appellee.

WITHDRAWAL OF APPEAL

Satisfactory abatement of the tax for the year 1939, assessed on real estate and personal property owned by the appellant in the Town of West Springfield having been made, appellant hereby withdraws the appeal, filed by it with the Board of County Commissioner for the County of Hampden on June 12, 1940, from the refusal of the Board of Assessors of the Town of West Springfield to make such abatement.

UNITED ELECTRIC LIGHT COMPANY

BY PEABODY BROWN ROWLEY & STOREY
Attorneys

Filed - October 9, 1940

The foregoing petition was entered on the twelfth day of June, 1940 and due proceedings having been had thereon on the twenty-third day of October, 1940, said Commissioners file the following:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting October 23, 1940

In the matter of the petition for the abatement of taxes on real estate and personal property in the Town of West Springfield, petitioners, United Electric Light Company, having withdrawn their appeal, it is ORDERED, ADJUDGED AND DECREED that the aforesaid petition be and the same is hereby dismissed without prejudice to either party.

October Meeting 1940

Charles W. Bray

Thos. J. Costello

} County Commissioners
of the County of
Hampden



HALL OF JUSTICE
50 STATE STREET
SPRINGFIELD, MA 01103-2021

The Commonwealth of Massachusetts
COUNTY OF HAMPDEN
REGISTER OF DEEDS
DONALD E. ASHE

TELEPHONE
(413) 755-1722 / 784-0479
FAX (413) 731-8190

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intentionally left blank

Oct. Meeting 1940

shall pay to the Town of Blandford a sum not to exceed ONE THOUSAND FIVE HUNDRED DOLLARS (\$1,500.) towards the repairing/construction of this road.

All damages sustained by any person by reason of said repairs (construction) of this road shall be paid by the Town of Blandford.

Charles W. Bray)
Edward J. Stapleton) County
John F. Hennessy) Commissioners
) of the County
) of Hampden

John F. Hennessy of Springfield acted as County Commissioner in the above matter in place of Commissioner Thomas J. Costello who was absent from the Commonwealth.

June 12, 1940

To the County Commissioners of the County of Hampden:

Respectfully represent the undersigned, Selectmen of the Town of Agawam in said County, that common convenience and necessity require that the highway leading from Walnut St. to Southwick Town Line and known as Springfield St., be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at Walnut St. and extend in a westerly direction for a distance of 26,400 feet more or less.

Wherefore your petitioners pray that your Honorable Board after notice, view and hearing, may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this 12th day of June 1940.

Giles W. Halladay	Selectmen
Herman A. Cordes	of
Edward W. Talmadge	Agawam

The foregoing petition was entered on the 13th day of June 1940, and due proceedings having been had thereon, on the 6th day of November 1940, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting November 6, 1940

On the petition of the Selectmen of the Town of Agawam for specific repairs on Springfield Street beginning at Walnut Street and extending westerly for 26,400 feet more or less, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twenty-first day of August, A. D. 1940, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said hearing no person interested having objected after adjudicating as aforesaid, said Commissioners order specific repairs made on Springfield Street from station 168+0 to station 86+73, a distance of 8,127 feet, and on

Southwick Street from station 86+73 to station 0+0, a distance of 8,673 feet, - (Springfield Street runs from Agawam to Feeding Hills Center, then a cross road and it becomes Southwick Street, also known as Springfield Street, running to Southwick) these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Agawam a sum not to exceed ONE THOUSAND FIVE HUNDRED DOLLARS (\$1,500.) towards the repairing of this road.

All damages sustained by any person by reason of said repairs on this road shall be paid by the Town of Agawam.

Charles W. Bray)
Thos. J. Costello) County
Edward J. Stapleton) Commissioners
of the County
of Hampden

Montgomery, August 19th, 1940

To the County Commissioners of
The County of Hampden:

Respectfully represent the undersigned, Selectmen of the Town of Montgomery in said County, that common convenience and necessity require that the Highway leading from Westfield to Huntington and known as the Main Road be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at the Westfield line and extend in an northerly direction a distance of about 11,500 feet.

Wherefor your petitioners pray that your Honorable Board after notice, view and hearing, may determine and specify such specific repairs and order them to be made, and said County contribute to the expense of same together with an appropriation from the State and Town.

Dated this 19 th. day of August 1940.

Selectmen of the Town of Montgomery.

Walter D. Allyn

Robert L. Carter

Myron E. Kelso

The foregoing petition was entered on the 29th day of August 1940, and due proceedings having been had thereon, on the 9th day of October 1940, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting October 9, 1940

On the petition of the Selectmen of the Town of Montgomery for specific repairs on Main Road, the work to begin at the Westfield line and extend in a northerly direction about 11,500 feet, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the second day of October, A. D. 1940, view

Montgomery, Selectmen of the Town of, Petrs. for specific repairs on Main Road, the work to begin at the Westfield line and extend in a northerly direction about 11,500 feet, and for aid.

said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said hearing no person interested having objected after adjudicating as aforesaid, said Commissioners order specific repairs made on the Main Road

from station	0+0	to station	20+0	-	2000 feet
"	"	25+0	"	"	35+0 - 1000 "
"	"	70+0	"	"	95+0 - 2500 "
"	"	95+0	"	"	105+0 - 1000 "
"	"	106+0	"	"	112+0 - 600 "
"	"	132+0	"	"	149+0 - 1700 "
"	"	160+50	"	"	171+0 - 1050 "
"	"	207+0	"	"	224+0 - 1700 "

these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Montgomery a sum not to exceed NINE HUNDRED DOLLARS (\$900.) towards the repairing of this road.

All damages sustained by any person by reason of said repairs on this road shall be paid by the Town of Montgomery.

Charles W. Bray)
Thos. J. Costello) County
Edward J. Stapleton) Commissioners
of the County
of Hampden

Montgomery, Mass.
Aug. 26th 1940

To The County Commissioners of
The County of Hampden:

Respectfully represent the undersigned, Selectmen of the Town of Montgomery in said County, that necessity requires that certain drainage work on the farm property of Lula Thompson, on Southampton Road in Montgomery be specifically reconstructed by new drain pipes or Culverts or otherwise repaired as may be necessary, this work to begin on the Main Road and extend down Southampton Road to above farm property.

Wherefore your petitioners pray that your Honorable Board after notice, view and hearing, may determine and specify such specific repairs and order them to be made, and said County contribute to the expense of same together with an appropriation from the State and Town.

Dated this 26th day of August 1940.

Walter D. Allyn
Myron E. Kelso Selectmen of Montgomery
Robert L. Carter

The foregoing petition was entered on the 29th day of August 1940, and due proceedings having been had thereon, on the 4th day of December 1940, said Commissioners file the following Final Decree, to wit:

Montgomery, Selectmen of the Town of, Petrs. for specific repairs on the farm property of Lula Thompson on Southampton Road in Montgomery, the work to begin on the Main Road and extend down Southampton Road to above property, and for aid.

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting December 4, 1940

On the petition of the Selectmen of the Town of Montgomery for specific repairs on the farm property of Lula Thompson on Southampton Road in Montgomery, the work to begin on the Main Road and extend down Southampton Road to above property, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the second day of October, A. D. 1940, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said hearing no person interested having objected after adjudicating as aforesaid, said Commissioners order specific repairs made as follows: to install drainage on the road in Montgomery, leading to Southampton, being known as the Southampton Road; the work to begin at a point about 900 feet northeasterly of the junction of Main Road, and extend for a distance of 400 feet. A drainage system, consisting of 2 concrete drop inlets and outlets aggregating 300 feet of 18-inch vitrified clay pipe and 36 feet of 18-inch corrugated cast iron pipe, shall be constructed where directed; road ditch to be widened and lowered at inlet of new drain; present spring to be drained to new drain. This work shall be done in accordance with the applicable requirements of Division VI, and specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Montgomery a sum not to exceed Three Hundred Fifty Dollars (\$350.00) towards the repairing of this road.

All damages sustained by any person by reason of said repairs on this road shall be paid by the Town of Montgomery.

Charles W. Bray)
Thos. J. Costello) County
Edward J. Stapleton) Commissioners
of the County
of Hampden

Palmer, Selectmen of the Town of, Petrs. for repairs to the wooden plank deck of Burleigh Bridge on the Three Rivers Road in Palmer, and for aid.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

Respectfully represent the undersigned, Selectmen of the Town of Palmer in said County, that common convenience and necessity require that repairs be made to the wooden plank deck of Burleigh Bridge in Palmer on the Three Rivers Road.

Now Therefore, your petitioners pray that your Honorable Board, after proper notice, view and hearing, grant financial assistance toward the repairs of said bridge together with an appropriation from the State and Town.

Dated this day of 1940

William F. Griswold

Charles J. Fountain

Selectmen of the Town of Palmer

The foregoing petition was entered on the 27th day of September 1940, and due proceedings having been had thereon, on the 30th day of October 1940, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting October 30, 1940

On the petition of the Selectmen of the Town of Palmer for repairs to the wooden plank deck of Burleigh Bridge on the Three Rivers Road in Palmer, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the thirtieth day of October, A. D. 1940, hear all parties interested and did adjudge that specific repairs should be made. At the time of said hearing no person interested having objected after adjudicating as aforesaid, said Commissioners order specific repairs to the wooden plank deck of Burleigh Bridge on Three Rivers Road in Palmer; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Palmer a sum not to exceed TWO HUNDRED DOLLARS (\$200.00) towards the repairing of this bridge.

All damages sustained by any person by reason of said repairs to this bridge shall be paid by the Town of Palmer.

Charles W. Bray)
Thos. J. Costello) County
Commissioners
of the County
of Hampden

To the County Commissioners of the County of Hampden

Respectfully represent the undersigned, Selectmen of the Town of Granville, in said County, that common convenience and necessity require that the Highway leading from the Main Road to South Lane and known as the Barnard Road be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at the Main Road and extend in a southerly direction for a distance of 500 feet more or less.

Wherefor, your petitioners pray that your Honorable Board after notice, view and hearing, may determine and specify such specific repairs and order them to be made, and said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this 19th day of August 1940

Stephen M. Roberts
Joseph Collier
David F. Kenney
Selectmen of Granville

Granville, Selectmen of the Town of, Petrs. for specific repairs on Barnard Road, the work to begin at Main Rd and extend in a southerly direction for a distance of 500 feet more or less, and for aid.

The foregoing petition was entered on the 9th day of October 1940, and due proceedings having been had thereon, on the 11th day of December 1940, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting December 11, 1940

On the petition of the Selectmen of the Town of Granville for specific repairs on Barnard Road, the work to begin at the Main Road and extend in a southerly direction for a distance of 500 feet more or less, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twenty-fifth day of October, A. D. 1940, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said hearing no person interested having objected after adjudicating as aforesaid, said Commissioners order specific repairs made on Barnard Road leading from Granville to Hartland, Conn., the work to begin at junction of Main Road (Route 57) at station 0+0 and extend in a southerly direction to station 10+0 or as far as the money will build, these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Granville a sum not to exceed Two Hundred Dollars (\$200.00) towards the repairing of this road.

All damages sustained by any person by reason of said repairs on this road shall be paid by the Town of Granville.

Charles W. Bray)
Thos. J. Costello) County
Edward J. Stapleton) Commissioners
of the County
of Hampden

Hampden, Selectmen of the Town of, Petrs. for specific repairs on South Monson Road leading from Hampden to Monson, the work to begin at the foot of Long Hill to the Monson Line in an easterly direction, and for aid.

Hampden, Mass., Oct. 19, 1940

To the County Commissioners of the County of Hampden.

RESPECTFULLY REPRESENT the undersigned, Selectmen of the Town of Hampden in said County, that common convenience and necessity require that the following highway be specifically repaired by resurfacing, grading or otherwise repaired as may be necessary.

"South Monson Road leading from Hampden to Monson, the work to begin at the foot of Long Hill to the Monson Line" In an easterly direction.

WHEREFORE Your petitioners pray that your Honorable Board after notice, view and hearing, may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State.

Dated this 19th day of October 1940.

Neil S. Kobbe
William Burns
Board of Selectmen of the
Town of Hampden.

The foregoing petition was entered on the 22nd day of October 1940, and due proceedings having been had thereon, on the 27th day of November 1940, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting November 27, 1940

On the petition of the Selectmen of the Town of Hampden for specific repairs on South Monson Road leading from Hampden to Monson, the work to begin at the foot of Long Hill to the Monson Line in an easterly direction, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the seventh day of November, A. D. 1940, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said hearing no person interested having objected after adjudicating as aforesaid, said Commissioners order specific repairs made on South Monson Road from station 0+0 to station 50+0, in a westerly direction, these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Hampden a sum not to exceed TWO HUNDRED DOLLARS (\$200.00) towards the repairing of this road.

All damages sustained by any person by reason of said repairs on this road shall be paid by the Town of Hampden.

Chas. W. Bray)
Thos. J. Costello) County
Edward J. Stapleton) Commissioners
of the County
of Hampden

October 2, 1940 Alexander Desimone, released from Hampden County Training School, on parole.

Released from Training School, on parole.

October 9, 1940 Ordered that the amounts charged County of Hampden by Comm. of Mass., State Sanatorium at RUTLAND, under contract, be charged to the cities and towns in hospital district in the amount of \$2,157.00 - to be paid to County Treas on or before Oct. 31, 1940, also ORDERED that County Treas pay to the Comm of Mass., \$2,157.00 plus \$1,438.00, a total of \$3,595.00 on Sanatorium Account.

Rutland State Sanatorium

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting October 9, 1940

ORDERED: That the amounts charged the County of Hampden by the Commonwealth of Massachusetts, State Sanatorium at Rutland, Massachusetts, under contract under the provisions of the General Laws, Chapter 111, Section 85 as amended by the Acts of 1936, Chapter 145, and by an agreement dated October 1, 1937 between the Commonwealth of Massachusetts, Department of Public Health, and the County Commissioners of Hampden County acting as Trustees for the Hampden County Tuberculosis Hospital

Oct. Meeting 1940

District, as amended under date of October 6, 1939, be and the same is hereby charged to the Cities and Towns in the Hospital District in the following amounts:

Chicopee	\$513.00
Holyoke	781.50
Ludlow	276.00
Palmer	138.00
Westfield	276.00
West Springfield	34.50
Wilbraham	138.00
	<u>\$2,157.00</u>

Said amounts to be paid to the County Treasurer of the County of Hampden on or before October 31, 1940. It is also ordered that the County Treasurer of the County of Hampden pay to the Commonwealth of Massachusetts the above sum of Two Thousand One Hundred and Fifty-seven Dollars (\$2,157.00) plus the sum of One Thousand Four Hundred and Thirty-eight Dollars (\$1,438.00) a total of Three Thousand Five Hundred and Ninety-five Dollars (\$3,595.00) on the Sanatorium account.

Charles W. Bray)
Thos. J. Costello) County
Edward J. Stapleton) Commissioners
of the County
of Hampden

Order to Arrest

October 16, 1940

Order to arrest Ida Maciag of Holyoke, holder of a release on parole.

Orders

October 23, 1940

Ordered that the sum of \$1,418.34 which is balance of County's proportion of cost of work done on Springfield Street be paid from County Treasury to Town of Agawam. Case No. 58 - 1939.

Ordered that the sum of \$999.85 be paid from County Treasury to Town of Agawam for work done on Suffield Street. Case No. 56 - 1940

Ordered, County Treasurer authorized and directed to pay \$1,238.48 to Town of Chester on acct. of County's proportion of cost of work done on bridge over Walker Brook. Case No. 34 - 1940

Ordered, that the sum of \$999.87 be paid from County Treasury to Town of Granville for work done on Main Road. Case No. 47 - 1940

Ordered that the sum of \$89.04 which is balance of County's proportion of cost of work done on highways be paid from County Treasury to Town of Holland. Case No. 31 - 1939

Ordered, County Treasurer authorized and directed to pay \$420.15 to the City of Holyoke on acct. of County's proportion of cost of work done on Willimansett Bridge over the Connecticut River. Case No. 69 - 1939

Ordered that the sum of \$160.54 which is balance of County's proportion of cost of work done on Wales Road, State Avenue and Main Street, be paid from County Treasury. Case No. 63 - 1939

Oct. Meeting 1940

Orders

October 23, 1940

Ordered, County Treasurer authorized and directed to pay \$1,380.39 to Town of Palmer on account of County's proportion of cost of work done on Bondsville Road. Case No. 22 - 1940

Ordered, that the sum of \$224.11 which is balance of County's proportion of cost of work done on highways be paid from County Treasury to Town of Palmer. Case No. 75 - 1939.

Ordered that the sum of \$983.01 be paid from County Treasury to City of Westfield for work done on Feeding Hills Road, Granville Road and Montgomery Road, be paid from County Treasury to City of Westfield. Case No. 30 - 1940

Ordered that the sum of \$1,119.64 which is balance of County's proportion of cost of work done on Elm Street be paid from County Treasury to Town of West Springfield. Case No. 39 - 1939.

October 30, 1940

Vote to increase salaries of certain County employees, effective November 1, 1940

Vote to Increase Salaries

November 6, 1940

Ordered that the sum of \$700.00 be paid from County Treasury to Town of East Longmeadow for work done on Shaker Road, Parker St., Prospect St., and Hampden Road. Case No. 25 - 1940.

Orders

Ordered that the sum of \$500.00 be paid from County Treasury to Town of Hampden for work done on Wilbraham Road, Springfield Road, Main Street and Scantic Road. Case No. 28 - 1940.

Ordered, County Treasurer authorized and directed to pay sum of \$1,078.94 to Town of Holland on acct. of County's proportion of cost of work done on Mashapaug Road. Case No. 23 - 1940.

Ordered, County Treasurer authorized and directed to pay sum of \$658.22 to City of Holyoke on acct. of County's proportion of cost of work done on South Hadley Bridge. Case No. 70 - 1939.

Ordered, County Treasurer authorized and directed to pay sum of \$240.99 to Town of Palmer on account of County's proportion of cost of work done on Bondsville Road. Case No. 22 - 1940.

Ordered that the sum of \$87.95 which is balance of County's proportion of cost of work done on Pine Hill Road be paid from County Treasury to Town of Russell.

Ordered that the sum of \$1,000.00 be paid from County Treasury to Town of Southwick for work done on Springfield Road. Case No. 46 - 1940.

Ordered that the sum of \$997.87 be paid from County Treasury to Town of West Springfield for work done on River Street, Union Street and Westfield Street. Case No. 29, 1940.

November 13, 1940

Agreement entered into by and between the City of Springfield and County of Hampden, the City to supply the District Court Bldg. on Pyncheon St. and Broadway, with steam for heating purposes, commencing October 1, 1940 to and including September 30, 1941. (Filed in County Treasurer's Office.)

Agreement in re. heating District Court

Oct. Meeting 1940

Ordered
to Transfer
Money

Orders

November 13, 1940

Ordered, County Treasurer authorized and directed to transfer \$17,000.00 from the General Funds to the Hampden County Retirement Fund this being the appropriation to this account for the year 1940.

Ordered, County Treasurer authorized and directed to pay \$175.83 to Town of Holland on acct. of County's proportion of cost of work done on Brimfield, Mashapaug Pond Bridge and East Brimfield Roads. Case No. 24 - 1940.

Ordered, County Treasurer authorized and directed to pay \$95.14 to Town of Palmer on acct. of County's proportion of cost of work done on Bondsville Road. Case No. 22 - 1940.

Ordered that the sum of \$1,000.00 be paid from County Treasury to Town of Longmeadow for work done on Longmeadow Street. Case No. 38 - 1940.

Ordered that the sum of \$700.00 be paid from County Treasury to Town of Wilbraham for work done on Springfield Street. Case No. 50 - 1940.

November 20, 1940

Ordered that the sum of \$629.96 which is balance of County's proportion of cost of work done on Mashapaug Road be paid from County Treasury to Town of Holland. Case No. 44 - 1939.

Ordered that the sum of \$1,000.00 be paid from County Treasury to Town of Ludlow for work done on Belchertown Road. Case No. 51 - 1940.

November 27, 1940

Ordered, County Treasurer authorized and directed to pay \$370.97 to Town of Brimfield on acct. of County's proportion of cost of work done on Holland, Warren and Brookfield Roads. Case No. 42 - 1940.

Ordered that the sum of \$373.87 be paid from County Treasury to Town of Longmeadow for work done on Williams Street. Case No. 55 - 1940.

Westfield State
Sanatorium
Account

December 4, 1940

Ordered that the amount charged County of Hampden by Comm. of Mass., State Sanatorium at Westfield, under contract, be charged to the cities and towns in hospital district in the total amount of \$8,071.50 to be paid to County Treasurer on or before Dec. 31, 1940, also ORDERED that County Treasurer pay to the Comm of Mass., \$8,071.50 plus \$5,381.00 on the Sanatorium account.

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss:

County Commissioners' Meeting December 4, 1940

ORDERED: that the amount charged the County of Hampden by the Commonwealth of Massachusetts, State Sanatorium at Westfield, Massachusetts, under contract under the provisions of the General Laws, Chapter 111, Section 85 as amended by the Acts of 1936, Chapter 145, be charged to the Cities and Towns in the Hospital District in the following amounts:

Agawam	\$ 136.50
Chicopee	2,604.00
East Longmeadow	399.00
Holyoke	1,911.00
Ludlow	717.00

Palmer	525.00
Southwick	273.00
Westfield	1,186.50
West Springfield	312.00
Wilbraham	7.50
	<u>\$8,071.50</u>

Said amounts to be paid to the County Treasurer of the County of Hampden on or before December 31, 1940. IT IS ALSO ORDERED that the County Treasurer of the County of Hampden pay to the Commonwealth of Massachusetts the above sum of Eight Thousand Seventy-one Dollars and Fifty Cents (\$8,071.50) plus the sum of Five Thousand Three Hundred and Eighty-one Dollars (\$5,381.00) on the Sanatorium account.

Charles W. Bray)
Thos. J. Costello) County
Edward J. Stapleton) Commissioners
of the County
of Hampden.

December 4, 1940

Order to arrest Eugene C. Boucher, of Springfield, holder of a release on parole.

Order to Arrest

Ordered that the sum of \$499.86 be paid from County Treasury to Town of Russell for work done on Blandford Stage Road. Case No. 35 - 1940.

Orders

Ordered that the sum of \$200.00 be paid from County Treasury to Town of Hampden for work done on South Monson Road. Case No. 66 - 1940.

The copies of the records of votes for Register of Deeds for the County of Hampden, being examined and counted, it appears that a copy of the record of votes returned by the Town of Hampden is erroneous in that the returns therein are for the candidates for the office of County Commission, and it appears that a copy of the record of votes returned by the Town of Russell is incomplete in that the attestation was omitted.

Copies of Records
of Votes for
Register of Deeds
erroneous and
incomplete

Acting under Chapter 54 Section 121 of the General Laws, the County Commissioners ordered a new and correct copy of the record of votes for Register of Deeds to be made and transmitted by the Board of Selectmen of the Town of Hampden to the County Commissioners, and the County Commissioners requested that the copy of record of votes for Register of Deeds be attested by the Town Clerk of Russell and returned to the County Commissioners.

County Commissioners
order new and
correct copy of
record of votes
for Register of
Deeds

December 11, 1940

The copies of the records of votes for Register of Deeds for the County of Hampden being examined and counted, (a new and correct copy of the record of votes having been transmitted by the Town of Hampden in accordance with G.L. Chapter 54 Section 123, and the completed copy from the Town of Russell having been filed) it appears that Edward P. Boland of Springfield has seventy-nine thousand one hundred eighty-six votes and C. Wesley Hale of Springfield has sixty-five thousand four hundred forty-six votes. The Said EDWARD P. BOLAND of Springfield hving the highest number of votes is declared to be elected.

Copies of Records
of Votes for
Register of Deeds.

The County Commissioners' order of February 7, 1940 amended to give County Treasurer authority to borrow as stated in said order, under Section 37, Chapter 35 of the General Laws and Acts amendatory thereof and in addition thereto. (see order dated February 7, 1940).

Order of Feb.
7, 1940 Amended

Oct. Meeting 1940

Voted to terminate term of parole & ordered released from all terms contained in parole.

Order to Transfer

December 11, 1940

Voted to terminate the term of parole granted to Walter Matosky on November 21, 1939, and ORDERED that said Walter Matosky be released from all the terms and conditions contained in said parole.

Order to Transfer

COMMONWEALTH OF MASSACHUSETTS

HAMPDEN, SS.

Springfield, December 11, 1940

Whereas in the judgment of the County Commissioners the interests of the County of Hampden demand an expenditure in excess of the amount authorized by law for Repairs & Furnishings of County Buildings in said County, said County Commissioners hereby authorize the County Treasurer to transfer from the account for Reserve Fund the sum of One Hundred and Eighty dollars and Fifty-nine cents (\$180.59) in addition to the amount authorized by law for the purpose aforesaid.

The reason for such transfer is that the appropriation authorized for the purpose aforesaid is exhausted.

Charles W. Bray	} County Commissioners
Thos. J. Costello	
Edward J. Stapleton	

Inspection of Jail

December 18, 1940

Inspection of Jail in accordance with Section 1 of Chapter 126 of the General Laws.

Westfield Sanatorium Account

Ordered that the amount charged County of Hampden by Comm. of Mass., State Sanatorium at Westfield, under contract, be charged to Chicopee, Holyoke and Westfield, in hospital district, in the total amount of \$2,143.50 - to be paid to County Treas. on or before Dec. 31, 1940, also ORDERED that County Treas. pay to the Comm. of Mass., \$2,143.50 plus the sum of \$1,429.00, on the Sanatorium account.

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss:

County Commissioners' Meeting Dec. 18, 1940

ORDERED: that the amount charged the County of Hampden by the Commonwealth of Massachusetts, State Sanatorium at Westfield, Massachusetts, under contract under the provisions of the General Laws, Chapter 111, Section 85 as amended by the Acts of 1936, Chapter 145, be charged to the Cities and Towns in the Hospital District in the following amounts:

Chicopee	\$784.50
Holyoke	1,060.50
Westfield	<u>298.50</u>
	\$2,143.50

Said amounts to be paid to the County Treasurer of the County of Hampden on or before December 31, 1940. IT IS ALSO ORDERED that the County Treasurer of the County of Hampden pay to the Commonwealth of Massachusetts the above sum of Two Thousand One Hundred and Forty-three Dollars and Fifty Cents (\$2,143.50) plus the sum of One Thousand Four Hundred and Twenty-nine Dollars (\$1,429.00) on the Sanatorium account.

Charles W. Bray	} County Commissioners of the County of Hampden.
Thos. J. Costello	

December 18, 1940

Ordered that the sum of \$1,500. be paid from County Treasury to Town of Agawam, for work done on Springfield Street and Southwick Road also known as Springfield Street. Case No. 48 - 1940.

Ordered that the sum of \$100.00 which is balance of County's proportion of cost of work done on Chester Hill Road be paid from County Treasury to Town of Chester. Case No. 46 - 1939.

Ordered, County Treasurer authorized and directed to pay \$442.78 to City of Chicopee on acct. of County's proportion of cost of work done on North Chicopee Street. Case No. 41 - 1940.

Ordered, County Treasurer authorized and directed to pay \$147.70 to Town of Palmer on acct. of County's proportion of cost of work done on Bondsville Road. Case No. 22 - 1940.

Oct. Meeting 1940

OrdersDamages Done
By DogsLand DamagesSundry Accounts

Sundry accounts being presented, are allowed, and the same amounting to the sum of

December 18, 1940

Hampden, ss:

Judgment is entered up according to reports etc. and all matters not acted upon are ordered to be continued and this meeting is adjourned without day.

Attest:

CLERK.

The Commonwealth of Massachusetts

Hampden, ss:

At a meeting of the County Commissioners begun and holden at Springfield, within and for said County of Hampden, on the fourth Tuesday of December, being the twenty-fourth day of said month, and on the twenty-sixth and by adjournment on the thirtieth day of December, in the year of our Lord One Thousand Nine Hundred and Forty.

Present:

Charles W. Bray, Esquire, Chairman	}	County Commissioners
Thomas J. Costello, Esquire		
Edward J. Stapleton, Esquire		

And by adjournment on the second day of January and from time to time to the second day of April in the year of our Lord One Thousand Nine Hundred and Forty-One.

Present:

Thomas J. Costello, Esquire, Chairman	}	County Commissioners
Charles W. Bray, Esquire		
Edward J. Stapleton		

Charles W. Bray of Chicopee and Edward J. Stapleton of Holyoke, having been declared by the Board of Examiners elected County Commissioners, for the term of four years, and having been duly sworn, appears on said second day of January, and the Board, consisting of Thomas J. Costello, Charles W. Bray and Edward J. Stapleton, Esquires, proceed to the choice of a chairman. The whole number of votes cast is three, of which Thomas J. Costello, Esquire, has two, and is chosen Chairman of the Board for the year ensuing.

DISMISSED
WITHOUT
PREJUDICE.
No. 10.

The following case was dismissed without prejudice:

No. 10: City of Westfield by its Mayor and Members of the City Council, Petrs. for a thorough examination of Cobble Mountain Dam particularly with reference to maintenance, use and operation of the flashboards at the spillway of the reservoir back of said dam.

DECREE DISMISSING PETITION WITHOUT PREJUDICE

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss:

County Commissioners' Meeting December 24, 1940

In the matter of the petition of the City of Westfield by its Mayor and Members of the City Council for a thorough examination of Cobble Mountain Dam particularly with reference to maintenance, use and operation of the flashboards at the spillway of the reservoir back of said dam, it is hereby ORDERED, ADJUDGED AND DECREED that since the question it involves has been solved by the construction of a concrete wall on the overflow of the Cobble Mountain Dam to replace the flashboards

(see Case No. 23 in 1939, petition of the City of Springfield, Mass., Board of Water Commissioners, for approval of plan and specifications of proposed spillway at Cobble Mountain Dam, a concrete structure which replaces the operating flashboards heretofore occupying this site, and located in the town of Granville, Mass.), said petition is dismissed without prejudice.

Charles W. Bray)
 Thos. J. Costello) County
 Edward J. Stapleton) Commissioners
 of the County
 of Hampden

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT the undersigned, Selectmen of the Town of PALMER in said County, that common convenience and necessity require that the following highways be specifically repaired by resurfacing, grading or hardening and otherwise repaired as may be necessary:

Thorndike Street leading from Junction of Park to Lake Junction, work to begin at the intersection of Shearer Street and extend in a North-erly direction, a distance of 3000 ft. more or less;

East Main Street, Three Rivers to Charles Street, work to begin at Main Street Bridge and extend in an easterly direction, a distance of 2000 ft. more or less;

North Main Street at the Junction of Thorndike leading to Shearer's Corner, work to begin at the Junction of Squire and extend in a Westerly direction for a distance of 4000 ft. more or less;

Bridge Street leading from Junction of Main to the Quaboag River, work to begin at the Junction of Main and Bridge and extend in a Southerly direction for a distance of 1200 ft. more or less;

Forest Lake Road leading from Route 32 to Forest Lake, work to begin at the Junction of Route 32 in an Easterly direction for a distance of 2500 ft. more or less;

Ludlow Road from Main Street, Three Rivers to the Ludlow line, work to begin at Main Street, Three Rivers and extend in a Westerly direction for a distance of 5000 ft. more or less;

Bondsville Road leading from the Water Tank to Bondsville to Three Rivers, work to begin at the Water Tank in Bondsville and extend in a Southerly direction for a distance of 4000 ft. more or less;

Belchertown Road leading from Main Street, Three Rivers, to the Belcher-town line, work to begin at Main Street, Three Rivers and extend in a Northerly direction for a distance of 3500 ft. more or less;

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the state and town.

Dated this 28th day of May 1940.

George B. Cheney
 William F. Griswold
 Charles J. Fountain
 Selectmen of the Town of Palmer

Palmer, Selectmen of the Town of, Petrs. for specific repairs on Thorndike Street, East Main Street, North Main Street, Bridge Street, Forest Lake Road, Ludlow Road, Bondsville Road, and Belchertown Road, and for aid.

The foregoing petition was entered on the 7th day of June 1940, and due proceedings having been had thereon, on the 24th day of December 1940, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting December 24, 1940

On the petitions of the Selectmen of the Town of Palmer for specific repairs on Thorndike Street, East Main Street, North Main Street, Bridge Street, Forest Lake Road, Ludlow Road, Bondsville Road, and Belchertown Road, and for aid;

and

for specific repairs on State Street, the work to begin at Whipple's Crossing and extend northwesterly for a distance of 2800 feet more or less, and for aid.

This decree covers the above petitions and is filed in each case. The petitions are No. 43 and No. 65 respectively.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twentieth day of August, A. D. 1940, view said highways and hear all parties interested - petition No. 43 - and did adjudge that specific repairs should be made. It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the seventh day of November, A. D. 1940, view said highway and hear all parties interested - petition No. 65 - and did adjudge that specific repairs should be made. At the time of said hearings no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on the following roads in Palmer:

Forest Lake Road	- 13,250 feet
Thorndike Road	- 11,200 feet
North Main Street	- 4,201 feet
Bridge Street	- 507 feet
Park Street	- 2,300 feet
Bondsville Road	- 11,975 feet
Belchertown Road	- 2,440 feet
Ludlow Road	- 7,500 feet
East Main Street	- 5,003 feet
Whipple Bridge Road	- 499 feet
State Avenue	- 2,500 feet

these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file in Case No. 43.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Palmer a sum not to exceed ONE THOUSAND DOLLARS (\$1,000.) towards the repairing of these highways.

All damages sustained by any person by reason of said repairs on these roads, shall be paid by the Town of Palmer.

Charles W. Bray)
Thos. J. Costello) County
Edward J. Stapleton) Commissioners
of the County
of Hampden

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT The undersigned, Selectmen of the Town of Palmer in said County, that common convenience and necessity require that the highway leading from Whipple's Crossing to Bondsville and known as State Street be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at Whipple's Crossing and extend in a Northwesterly direction for a distance of 2800 feet more or less.

Palmer, Selectmen of the Town of, Petra. for specific repairs on State Street, the work to begin at Whipple's Crossing and extend northwesterly for a distance of 2800 feet more or less, and for aid.

65

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this 16th day of October, 1940.

George B. Cheney

William F. Griswold

Charles J. Fountain

Selectmen of the Town of Palmer.

The foregoing petition was entered on the 18th day of October 1940, and due proceedings having been had thereon, on the 24th day of December 1940, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting December 24, 1940

On the petitions of the Selectmen of the Town of Palmer for specific repairs on Thorndike Street, East Main Street, North Main Street, Bridge Street, Forest Lake Road, Ludlow Road, Bondsville Road, and Belchertown Road, and for aid;

and

for specific repairs on State Street, the work to begin at Whipple's Crossing and extend northwesterly for a distance of 2800 feet more or less, and for aid.

This decree covers the above petitions and is filed in each case. The petitions are No. 43 and No. 65 respectively.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twentieth day of August, A. D. 1940, view said highways and hear all parties interested - petition No. 43 - and did adjudge that specific repairs should be made. It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the seventh day of November, A. D. 1940, view said highway and hear

all parties interested - petition No. 65 - and did adjudge that specific repairs should be made. At the time of said hearings no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on the following roads in Palmer:

Forest Lake Road	- 13,250 feet
Thorndike Road	- 11,300 feet
North Main Street	- 4,201 feet
Bridge Street	- 507 feet
Park Street	- 2,300 feet
Bondsville Road	- 11,975 feet
Belchertown Road	- 2,440 feet
Ludlow Road	- 7,500 feet
East Main Street	- 5,003 feet
Whipple Bridge Road	- 499 feet
State Avenue	- 2,500 feet

these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file in case No. 43.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Palmer a sum not to exceed ONE THOUSAND DOLLARS (\$1,000.) towards the repairing of these highways.

All damages sustained by any person by reason of said repairs on these roads, shall be paid by the Town of Palmer.

Charles W. Bray)
Thos. J. Costello	) County
Edward J. Stapleton	) Commissioners
	) of the County
	) of Hampden

Rutland State
Sanatorium
Account

December 24, 1940

Ordered that the amount charged County of Hampden by Comm. of Mass., State Sanatorium at Rutland, under contract, be charged to the City of Holyoke in hospital district in the amt. of \$690.00 - to be paid to County Treas. on or before Dec. 31, 1940, also ORDERED that County Treas. pay to the Comm. of Mass., \$690.00 plus \$460.00, a total of \$1,150.00 on the Sanatorium account.

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss:

County Commissioners' Meeting December 24, 1940

ORDERED: That the amount charged the County of Hampden by the Commonwealth of Massachusetts, State Sanatorium at Rutland, Massachusetts, under contract under the provisions of General Laws, Chapter 111, Section 85 as amended by the Acts of 1936, Chapter 145, and by an agreement dated October 1, 1937 between the Commonwealth of Massachusetts, Department of Public Health, and the County Commissioners of Hampden County acting as Trustees for the Hampden County Tuberculosis Hospital District, as amended under date of October 6, 1939, be and the same is hereby charged to the City of Holyoke in the Hospital District in the following amount:

Holyoke	\$690.00
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Said amount to be paid to the County Treasurer of the County of Hampden on or before December 31, 1940. It is also ordered that the County Treasurer of the County of Hampden pay to the Commonwealth of Massachusetts the above sum of Six Hundred and Ninety Dollars (\$690.00) plus the sum of Four Hundred and Sixty Dollars (\$460.00), a total of Eleven Hundred and Fifty Dollars (\$1,150.00) on the Sanatorium account.

Charles W. Bray)
Thos. J. Costello) County
Edward J. Stapleton) Commissioners
of the County
of Hampden.

Dec. 24, 1940

ORDERED that the amount charged County of Hampden by Comm. of Mass., State Sanatorium at Westfield, under contract, be charged to Town of Southwick in hospital district in the amt. of \$93.00 - to be paid to County Treas. on or before December 31, 1940, also ORDERED that County Treas. pay to the Comm. of Mass., \$93.00 plus \$62.00, a total of \$155.00 on Sanatorium account.

Westfield State
Sanatorium
Account.

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting December 24, 1940

ORDERED: that the amount charged the County of Hampden by the Commonwealth of Massachusetts, State Sanatorium at Westfield, Massachusetts, under contract under the provisions of the General Laws, Chapter 111, Section 85 as amended by the Acts of 1936, Chapter 145, be charged to the Town of Southwick in the following amount:

Southwick \$93.00

Said amount to be paid to the County Treasurer of the County of Hampden on or before December 31, 1940. It is also ordered that the County Treasurer of the County of Hampden pay to the Commonwealth of Massachusetts the above sum of Ninety-three Dollars (\$93.00) plus the sum of Sixty-two Dollars (\$62.00), a total of One Hundred Fifty-five Dollars (\$155.00) on the Sanatorium account.

Charles W. Bray)
Thos. J. Costello) County
Edward J. Stapleton) Commissioners
of the County
of Hampden.

Dec. 24, 1940

Ordered, County Treasurer authorized and directed to pay \$248.85 to Town of Holland on acct. of County's proportion of cost of work done on Mashapaug Road. Case No. 23 - 1940.

Orders

Ordered, County Treasurer authorized and directed to pay \$424.17 to Town of Holland on acct. of County's proportion of cost of work done on Brimfield, Mashapaug, Pond Bridge and East Brimfield Roads. Case No. 24 - 1940.

Ordered, County Treasurer authorized and directed to pay sum of \$330.93 to Town of Palmer on acct. of County's proportion of cost of work done on Forest Lake, Thorndike, Bondsville, Belchertown Roads, etc. Case No. 43 and No. 65 - 1940.

Dec. 26, 1940

Edward P. Boland - Qualified as Register of Deeds.

Qualified as
Register of Deeds

Dec. Meeting 1940

Vote to Furnish
County With a
1941 Buick Sedan.

December 30, 1940

Voted to award contract to furnish to the County an eight cylinder Buick, 1941 Model 90, seven-passenger sedan, to the SPRINGFIELD BUICK COMPANY for the sum of \$1,400. which includes the 1939 Buick Model 90 taken in trade from the County of Hampden as a part of the purchase price, in accordance with their bid and the advertisement of the County Comms.

Orders

Ordered that the sum of \$2,300. be paid from County Treasury to Town of Blandford for work done on Otis Stage Road and Russell Road. Case No. 36 and No. 37 - 1940.

Ordered that the sum of \$321.12 which is balance of County's proportion of cost of work done on bridge over Walker Brook, known as Hampden Street Bridge, be paid from County Treasury to Town of Chester. Case No. 34 - 1940.

Ordered that the sum of \$999.99 be paid from County Treasury to Town of Chester for work done on Middlefield, Chester Hill and East River Rds. Case No. 33 - 1940.

Ordered that the sum of \$140.22 be paid from County Treasury to the City of Chicopee for work done on Willimansett Bridge. Case No. 18-1940.

Ordered that the sum of \$200.00 be paid from County Treasury to Town of Granville for work done on Barnard Road. Case No. 63 - 1940.

Ordered that the sum of \$78.56 which is balance of County's proportion of cost of work done on Willimansett Bridge be paid from County Treasury to City of Holyoke. Case No. 69 - 1939.

Ordered that the sum of \$748.33 be paid from County Treasury to Town of Monson for work done on Wales Road and State Avenue. Case No. 32-1940.

Ordered that the sum of \$900.00 be paid from County Treasury to the Town of Montgomery for work done on Main Road. Case No. 57 - 1940.

Ordered, County Treasurer authorized and directed to pay \$335.67 to Town of Palmer on acct. of County's proportion of cost of work done on Forest Lake, Thorndike, Bondsville, Belchertown, Ludlow, Whipple, Bridge Rds., etc. Case No. 43 and No. 65 - 1940.

Ordered that the sum of \$199.99 be paid from County Treasury to Town of Palmer for replanking Burleigh Bridge on Three Rivers Road in Palmer. Case No. 62 - 1940

Ordered that the sum of \$496.75 be paid from County Treasury to Town of Tolland for work done on West Granville Road and New Boston Road. Case No. 39 - 1940.

Ordered, County Treasurer authorized and directed to pay \$236.52 to Town of Wales on acct. of County's proportion of cost of work done on Monson Road. Case No. 40 - 1940.

Dec. Meeting 1940

January 2, 1941

Thomas J. Costello, Esquire, of Springfield, chosen by ballot, Chairman, for ensuing year.

T.J. Costello
Chosen Chairman

Voted to appoint Troy T. Murray, Esquire, as Counsel for the Hampden County Commissioners for the year 1941, and he is hereby appointed.

Appointment
Troy T. Murray
Counsel.

Voted to appoint Mr. Horace Farrand of Holyoke, as Dog Officer for the County of Hampden for the year 1941, and he is hereby appointed.

Appointment
Horace Farrand
Dog Officer.

Ordered that the amount charged County of Hampden by Comm. of Mass., State Sanatorium at Rutland, under contract, be charged to certain cities and towns in hospital district in the amt. of \$1,140.00 - to be paid to County Treas. on or before January 9, 1941, also ORDERED that County Treas. pay to Comm. of Mass., \$1,140.00 plus \$760.00, a total of \$1,900.00 on Sanatorium account.

Rutland State
Sanatorium
Account.

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting January 2, 1941

ORDERED: That the amount charged the County of Hampden by the Commonwealth of Massachusetts, State Sanatorium at Rutland Massachusetts, under contract under the provisions of the General Laws, Chapter 111, Section 85 as amended by the Acts of 1936, Chapter 145, and by an agreement dated October 1, 1937 between the Commonwealth of Massachusetts, Department of Public Health, and the County Commissioners of Hampden County acting as Trustees for the Hampden County Tuberculosis Hospital District, as amended under date of October 6, 1939, be and the same is hereby charged to the Cities and Towns in the Hospital District in the following amount:

Chicopee	\$604.50
Ludlow	180.00
Palmer	138.00
Westfield	141.00
Wilbraham	76.50
	<u>\$1,140.00</u>

Said amount to be paid to the County Treasurer of the County of Hampden on or before January 9, 1941. It is also ordered that the County Treasurer pay to the Commonwealth of Massachusetts the above sum of One Thousand One Hundred and Forty Dollars (\$1,140.00) plus the sum of Seven Hundred and Sixty Dollars (\$760.00), a total of Nineteen Hundred Dollars (\$1,900.00) on the Sanatorium account.

Thos. J. Costello)
Charles W. Bray) County
Edward J. Stapleton) Commissioners
of Hampden
County.

January 2, 1941

Ordered that the amount charged County of Hampden by Comm. of Mass., State Sanatorium at Westfield, under contract, be charged to the Town of West Springfield in the hospital district in the amt. of \$235.50, to be paid to County Treas. on or before January 6, 1941, also ORDERED that County Treas. pay to the Comm. of Mass., \$235.50 plus \$157.00, a total of \$392.50 on the Sanatorium account.

Westfield State
Sanatorium
Account.

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss:

County Commissioners' Meeting January 2, 1941

ORDERED: That the amount charged the County of Hampden by the Commonwealth of Massachusetts, State Sanatorium at Westfield, Massachusetts, under contract under the provisions of the General Laws, Chapter 111, Section 85 as amended by the Acts of 1936, Chapter 145, be charged to the Town of West Springfield in the Hospital District in the following amount:

Town of West Springfield \$235.50

Said amount to be paid to the County Treasurer of the County of Hampden on or before January 6, 1941. IT IS ALSO ORDERED that the County Treasurer of the County of Hampden pay to the Commonwealth of Massachusetts the above sum of Two Hundred Thirty-five Dollars and Fifty Cents (\$235.50) plus the sum of One Hundred and Fifty-seven Dollars (\$157.00), a total of Three Hundred Ninety-two Dollars and Fifty Cents (\$392.50) on the Sanatorium Account.

Thos. J. Costello)
Charles W. Bray) County
Edward J. Stapleton) Commissioners
of the County
of Hampden.

Qualified as
Asst. Register -Deeds

January 2, 1941

Susan C. McKenna qualified as Assistant Register of Deeds, County of Hampden.

Copy of Appointment
Of Asst. Register-Deeds

Copy of appointment of Susan C. McKenna as Assistant Register of Deeds, County of Hampden, made by Edward P. Boland, Register.

Qualified Second
Asst. Register-Deeds

Blanche Q. Cary qualified as Second Assistant Register of Deeds, County of Hampden.

Copy of appointment
of Second Assistant
Register of Deeds.

Copy of appointment of Blanche Q. Cary as Second Assistant Register of Deeds, County of Hampden, made by Edward P. Boland, Register.

T.J. Costello
Chosen Chairman

January 7, 1941

Thomas J. Costello, Esquire, of Springfield chosen by ballot, Chairman, for ensuing year.

Orders To Transfer

Orders To Transfer (6)

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss.

Springfield, January 7, 1941

Whereas in the judgment of the County Commissioners the interest of the County of Hampden demand an expenditure in excess of the amount authorized by law for Criminal Costs in Superior Courts in said County, said County Commissioners hereby authorize the County Treasurer to transfer from any monies in the Treasury the sum of Eight Thousand Two Hundred Ninety-one Dollars and Seventy-eight Cents (\$8,291.78) in addition to the amount authorized by law for the purpose aforesaid.

~~The reason for such transfer is the appropriation authorized for the purpose aforesaid is exhausted.~~

~~Thos. J. Costello)~~
~~Charles W. Bray) County~~
~~Edward J. Stapleton) Commissioners~~

The reason for such transfer is the appropriation authorized for the purpose aforesaid is exhausted.

Thos. J. Costello	} County Commissioners.
Charles W. Bray	
Edward J. Stapleton	

Original in County Treasurer's office,
per order of Mrs. Emerson, State Auditor.

COMMONWEALTH OF MASSACHUSETTS

HAMPDEN, SS.

Springfield, January 7, 1941

Whereas in the judgment of the County Commissioners the interests of the County of Hampden demand an expenditure in excess of the amount authorized by law for Salaries and Expenses, District Courts in said County, said County Commissioners hereby authorize the County Treasurer to transfer from any monies in the Treasury the sum of Three Thousand Seven Hundred Fifty-one Dollars and Forty-nine Cents (\$3,751.49) in addition to the amount authorized by law for the purpose aforesaid.

The reason for such transfer is that the appropriation authorized for the purpose aforesaid is exhausted.

Thos. J. Costello	} County Commissioners
Charles W. Bray	
Edward J. Stapleton	

Original in County Treasurer's office,
per order of Mr. Emerson, State Auditor.

COMMONWEALTH OF MASSACHUSETTS

HAMPDEN, SS.

Springfield, January 7, 1941

Whereas in the judgment of the County Commissioners the interests of the County of Hampden demand an expenditure in excess of the amount authorized by law for Civil Expenses in Supreme and Superior Courts in said County, said County Commissioners hereby authorize the County Treasurer to transfer any monies in the Treasury the sum of Three Thousand Five Hundred Eighty-one Dollars and Eighty-nine Cents (\$3,581.89) in addition to the amount authorized by law for the purpose aforesaid.

The reason for such transfer is that the appropriation authorized for the purpose aforesaid is exhausted.

Thos. J. Costello	} County Commissioners.
Charles W. Bray	
Edward J. Stapleton	

Original in County Treasurer's office,
per order of Mr. Emerson, State Auditor.

COMMONWEALTH OF MASSACHUSETTS

HAMPDEN, SS.

Springfield,

January 7, 1941

Whereas in the judgment of the County Commissioners the interests of the County of Hampden demand an expenditure in excess of the amount authorized by law for Hampden County Training School in said County, said County Commissioners hereby authorize the County Treasurer to transfer from the Reserve Fund the sum of One Thousand Four Hundred Seventy Dollars and Forty Cents (\$1,470.40) in addition to the amount authorized by law for the purpose aforesaid.

The reason for such transfer is that the appropriation for the purpose aforesaid is exhausted.

Thos J. Costello

Charles W. Bray

Edward J. Stapleton

} County

} Commissioners.

Original in County Treasurer's Office,
per order of Mr. Emerson, State Auditor.

COMMONWEALTH OF MASSACHUSETTS

HAMPDEN, SS.

Springfield,

January 7, 1941

Whereas in the judgment of the County Commissioners the interests of the County of Hampden demand an expenditure in excess of the amount authorized by law for Law Library in said County, said County Commissioners hereby authorize the County Treasurer to transfer from the Reserve Fund the sum of Three Hundred and Twenty-four Dollars and Nineteen Cents. (\$324.19) in addition to the amount authorized by law for the purpose aforesaid.

The reason for such transfer is that the appropriation authorized for the purpose aforesaid is exhausted.

Thos. J. Costello

Charles W. Bray

Edward J. Stapleton

} County

} Commissioners.

Original in County Treasurer's Office,
per order of Mr. Emerson, State Auditor.

COMMONWEALTH OF MASSACHUSETTS

HAMPDEN, SS.

Springfield,

January 7, 1941

Whereas in the judgment of the County Commissioners of the County of Hampden demand an expenditure in excess of the amount authorized by law for Repairs & Furnishings of County Buildings in said County, said County Commissioners hereby authorize the County Treasurer to transfer from the Reserve Fund the sum of One Hundred and Three Dollars and Eighty-seven Cents (\$103.87) in addition to the amount authorized by law for the purpose aforesaid.

The reason for such transfer is that the appropriation authorized for the purpose aforesaid is exhausted.

Thos. J. Costello }
Charles W. Bray } County
Edward J. Stapleton } Commissioners.

Original in County Treasurer's Office,
per order of Mr. Emerson, State Auditor.

January 8, 1941

ORDERED, County Treasurer authorized and directed to pay \$450.00 received as rental from the New England Tel and Tel Company under contract with County of Hampden with reference to use of Hampden County Memorial Bridge, by said Company, to certain cities, towns and county.

Orders

ORDERED, County Treasurer authorized and directed to pay \$224.92 to Town of Brimfield on acct. of County's proportion of cost of work done on Holland, Warren and Brookfield Roads. Case No. 42 - 1940

January 15, 1941

ORDERED, County Treasurer authorized and directed to pay to County of Hampshire for County of Hampden's share of expense of maintenance of Mt. Tom Reservation the sum of \$12,553.86 divided into six payments.

Order--
Mt. Tom State
Reservation.

ORDER to arrest Frank J. Campbell of Pine Point Lake, Connecticut, holder of a release on parole.

Order to arrest

ORDER to arrest John F. Dempsey of Springfield, holder of a release on parole.

Order to arrest

ORDER to arrest Raymond G. Devine of Springfield, holder of a release on parole.

Order to arrest

January 18, 1941

COUNTY ESTIMATE for the years 1941 and 1942.

County Estimate

January 22, 1941

ORDERED, County Treasurer authorized and directed to borrow from time to time an amount not to exceed \$500,000.00 under General Laws Chapter 35 Section 37 and Acts amendatory thereof in anticipation of County Taxes.

Authorization to
Borrow Money

ORDERED, County Treasurer authorized and directed to pay \$264.40 to the Town of Palmer on acct. of County's proportion of cost of work done on Forest Lake, Thorndike, Bondsville, Belchertown, Ludlow, Whipple Bridge Roads, etc. Case No. 43 - 1940

Order

January 27, 1941

VOTED that the order for borrowing from time to time in an amount not exceeding \$500,000.00 made at a regular meeting of the County Commissioners held at Springfield, Mass., on January 22, 1941, is hereby rescinded.

Order Dated
January 22, 1941
Rescinded

ORDER to borrow from time to time an amount not exceeding \$500,000.00 under General Laws Chapter 35 Section 37 and Acts amendatory thereof and in addition thereto in anticipation of County Taxes.

Order to Borrow
Money

Dec. Meeting 1940

County Tax
Tuberculosis Hosp.

February 5, 1941

APPORTIONMENT of Hampden County Tuberculosis
Hospital District Tax for the year 1941.

HAMPDEN COUNTY TUBERCULOSIS HOSPITAL DISTRICT
TAX 1941

Temporary Loan	\$35,000.00
Bal. Dec. 31, 1940	6,319.16
to be assessed	<u>\$28,680.84</u>
Agawam	\$ 1,117.74
Blandford	95.13
Brimfield	126.84
Chester	174.40
Chicopee	5,271.63
East Longmeadow	499.42
Granville	221.96
Hampden	95.13
Holland	31.71
Holyoke	10,123.11
Longmeadow	1,577.52
Ludlow	1,141.53
Monson	436.00
Montgomery	39.64
Palmer	990.91
Russell	380.51
Southwick	245.75
Tolland	47.56
Wales	47.56
West Springfield	3,075.78
Westfield	2,536.72
Wilbraham	<u>404.29</u>
	\$28,680.84

To be paid on or before April 1, 1941.
Warrants issued February 5, 1941 - Sent to each Town And City Clerk.
Warrants checked with Mr. Calhoun before sent out.

Votd to Award
Notes

February 5, 1941

VOTED to award County of Hampden Notes #711 to 722 inclusive, dated February 6, 1941, due November 7, 1941, aggregating \$200,000.00 to BOSTON SAFE DEPOSIT & TRUST CO. of Boston, Mass., at .11% discount, plus premium of seven dollars.

Order

ORDERED, County Treasurer authorized and directed to pay \$114.59 to the Town of Wales on acct. of County's proportion of cost of work done on Monson Road. Case No. 40 - 1940

John G. Maxfield
to act in place of
Comm. Chas. Bray

February 5, 1941

VOTE appointing JOHN G. MAXFIELD to act as County Commissioner in place of Commissioner Charles W. Bray, -disqualified on account of residence. Hearing to be held on February 8, 1941.

Oath

OATH - John G. Maxfield, on Feb. 8, 1941, attached to vote.

February 5, 1941

Statement of the County of Hampden Retirement
System for the Year 1940.

190

Dec. Meeting 1940

Statement of
Retirement System

Retirement System, December 31, 1940.

RECEIPTS

Cash Balance, January 1, 1940	\$25,176.70
Employees' 5% deductions	10,155.63
Investment Income	1,405.14
Investments	15,882.50
Miscellaneous	38.20
Hampden County	
For Pension Accumulation Fund	16,362.00
For Expenses	338.00
	<u>\$69,358.17</u>

EXPENDITURES

Investments	\$30,812.50
Accrued Interest	153.26
Expenses	200.90
Annuities	127.29
Pensions	11,828.93
Refunds	1,016.97
Cash on hand December 31, 1940	<u>25,218.32</u>
	\$69,358.17

ASSETS

Bonds	\$41,010.45
Deposits in banks	<u>25,218.31</u>
	\$66,228.76
Non-Ledger Assets-Accrued Interest	<u>319.65</u>
	\$66,548.41

LIABILITIES

Annuity Savings Fund	\$36,054.17
Annuity Reserve Fund	1,635.27
Pension Accumulation Fund	27,189.53
Expense Fund	582.94
Undistributed Earnings	<u>1,086.50</u>
	\$66,548.41

Total Membership, December 31, 1940 - 129 Members

Respectfully submitted,

John J. Murphy

Fred A. Bearse

George J. Clark

Dec. Meeting 1940

Order to Arrest

February 19, 1941

ORDER to arrest Austin F. Gilday of Springfield, holder of a release on parole.

Howard Street
Ordered Discontinued.

February 21, 1941

By an Order passes by Board of Aldermen and approved by Mayor June 24, 1940, the highway known as Howard Street, extending from the easterly right of way of the New York, New Haven and Hartford Railroad to the Connecticut river, was ordered discontinued. No change in building numbers.

Annual Report

February 26, 1941

"ANNUAL REPORT"

John G. Maxfield to
act in place of Comm.
Edward J. Stapleton.
Oath

March 7, 1941

VOTE appointing John G. Maxfield to act as County Commissioner in place of Commissioner Edward J. Stapleton - because of illness.
OATH

John G. Maxfield to
act in place of Comm.
Edward J. Stapleton.
Oath

March 12, 1941

VOTE appointing John G. Maxfield to as as County Commissioner in place of Commissioner Edward J. Stapleton - because of illness.
OATH

Westfield State
Sanatorium
Account

ORDERED that the amounts charged County of Hampden by Commonwealth of Massachusetts, State Sanatorium at Westfield, under contract, be charged to cities and towns in hospital district in the total amount of \$7,854.00- to be paid to County Treasurer on or before March 31, 1941, also ORDERED that County Treas. pay to Comm. of Mass., \$7,854.00 plus \$5,236.00, a total of \$13,090.00 on the Sanatorium Account.

COMMONWEALTH OF MASSACHUSETTS

HAMPDEN, SS:

County Commissioners' Meeting March 12, 1941

ORDERED:

that the amount charged the County of Hampden by the Commonwealth of Massachusetts, State Sanatorium at Westfield, Massachusetts, under contract under the provisions of the General Laws, Chapter 111, Section 85 as amended by the Acts of 1936, Chapter 145, be charged to the Cities and Towns in the Hospital District in the following amounts:

Agawam	\$ 73.50
Chicopee	1,509.00
East Longmeadow	163.50
Holyoke	3,523.50
Ludlow	765.00
Monson	88.50
Palmer	598.50
Southwick	157.50
Westfield	552.00
West Springfield	288.00
Wilbraham	135.00
	<hr/>
	\$7,854.00

Said amounts to be paid to the County Treasurer of the County of Hampden on or before March 31, 1941. IT IS ALSO ORDERED that the County Treasurer of the County of Hampden pay to the Commonwealth of Massachusetts the above sum of Seven Thousand Eight Hundred and Fifty-four Dollars (\$7,854.) plus the sum of Five Thousand Two Hundred and

Thirty-six Dollars (\$5,236.00), a total of Thirteen Thousand and Ninety Dollars (\$13,090.00) on the Sanatorium account.

Thos. J. Costello)
 Charles W. Bray) County
 Commissioners
 of the County
 of Hampden.

March 26, 1941

ORDERED, County Treasurer authorized and directed to borrow \$35,000.00 under G.L. (Ter.Ed.) Chapter 111 Section 85 and Section 79 of Chapter 111 as amended by Acts of 1936 Chapter 343 - Hampden Tubercular Patients Maintenance.

Order to Borrow
Money

April 2, 1941

VOTE appointing John G. Maxfield to act as County Commissioner in place of Commissioner Edward J. Stapleton - because of illness.
 (April 2nd and April 9th meetings)
 OATH.

John G. Maxfield
to act in place of
Edward J. Stapleton.

Oath

VOTED, to re-appoint Mrs. John P. Kirby of Chicopee, Mass., a member of the Board of Trustees for County Aid to Agriculture. The term of office, April 1, 1941 to April 1, 1944.

Re-appointment
Mrs. John P. Kirby
Trustee

April 2, 1941

VOTED, to re-appoint Mr. Charles W. Bray of Chicopee Mass., a member of the Board of Trustees for County Aid to Agriculture. The term of office, April 1, 1941, to April 1, 1944.

Re-appointment
Mr. Charles W. Bray
Trustee

VOTED, to re-appoint Mr. J. B. Weis of Holyoke, Mass., a member of the Board of Trustees for County Aid to Agriculture. The term of office, April 1, 1941 to April 1, 1944.

Re-appointment
Mr. J. B. Weis
Trustee

ORDERED, that the sum of \$172.21 which is balance of County's proportion of cost of work done on Mashapaug Road be paid from County Treasury to Town of Holland. Case No. 23 - 1940

Orders

ORDERED, County Treasurer authorized and directed to pay \$53.50 to the Town of Palmer on acct. of County's proportion of cost of work done on Forest Lake, Thorndike, Bondsville, Belchertown, Ludlow, Whipple, Bridge Roads, etc. Case No 43 - 1940

ORDERED that the sum of \$793.49 which is balance of County's proportion of cost of work done on Palmer-Bondsville Road, be paid from County Treasury to Town of Palmer. Case No. 22 - 1940.

ORDER to arrest Maurice R. Devine of Springfield, holder of a release on parole.

Order to Arrest

Damages Done
By Dogs

Land Damages

Sundry Accounts

Sundry accounts being presented, are allowed, and the same amounting to the sum of

April 2, 1941

Hampden, ss:

Judgment is entered up according to reports etc., and all matters not acted upon are ordered to be continued and this meeting adjourned without day.

Attest:-

Clerk.

